



**CITY OF NEWPORT BEACH
COMMUNITY DEVELOPMENT DEPARTMENT
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Memorandum

To: Planning Commission
From: James Campbell, Principal Planner *JWC*
Date: January 29, 2013
Re: Agenda Item #3, Planning Commission Meeting dated February 7, 2013
Uptown Newport Beach (PA2011-134)
Affordable Housing Implementation Plan (AHIP)

Attached is a copy of the most recent draft AHIP highlighting only the changes from the previous draft that is attached to the December 20, 2012, memorandum to the Planning Commission. The prior draft included revisions in an "underline/strikeout" format and those changes have been incorporated within the attached draft.

1. Section VIII - Phasing of the Affordable Housing Production

The attached draft requires the commencement of construction of 50% of the affordable units prior to occupancy of 50% of the market-rate units. The prior draft had the same quantity of affordable units being commenced prior to occupancy of 75% of the market-rate units. Staff was concerned that a significant portion of each phase could be constructed early delaying affordable housing production to the later stages of each phase. By requiring the commencement of construction of 50% of the affordable units earlier in project implementation, a sizable remaining amount of market-rate units will provide sufficient incentive to ensure timely completion of the affordable units.

2. Section XI – Right to Assign

The changes to this section simply clarify the ability to assign the Affordable Housing Agreement (AHA) with the approved AHIP. Section VIII requires a future AHA to be executed and recorded prior to recordation of the Final Map for the project.

Attachment: Draft Affordable Housing Implementation Plan dated January 29, 2013.

**UPTOWN NEWPORT
AFFORDABLE HOUSING IMPLEMENTATION PLAN**

~~December 14, 2012~~ January 29, 2013

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I. Introduction

Uptown Newport consists of 25 acres of developed land located in the City of Newport Beach on the north side of Jamboree Road at the intersection of Fairchild Road. The property was originally developed as part of the Koll Center, and has been used for manufacturing telecommunications equipment and computer chips since the 1970's. The property currently includes two industrial buildings that are leased to multiple tenants including TowerJazz, who manufactures computer chips onsite. The property is currently accessed via two entries on Jamboree Road, a drive access via Birch, and a drive access via Von Karman Avenue.

The City's General Plan allows for infill development and redevelopment of the Airport Business Area including up to 2,200 residential units. In September of 2010, the City approved the Koll-Conexant Integrated Conceptual Development Plan (ICDP), which provides a framework for residential development on both the Koll and Conexant properties within the Airport Business Area. The ICDP allocated a maximum of 1,244 residential units and up to 11,500 square feet of retail to be developed on the Uptown Newport (formerly Conexant) property, and up to 260 residential units to be developed on the Koll property.

II. Project Description

The Uptown Newport Planned Community Development Plan (PA2011-134) project will include redevelopment of the 25-acre property into a high-density mixed use residential project. Up to 1,244 residential units, 11,500 square feet of retail, and 2 acres of park space are planned as part of the project.

The project is anticipated to be developed in two primary phases. Phase 1 will include demolition of the existing single-story office building at 4311 Jamboree, and development of the westerly portion of the property, including the frontage along Jamboree Road. Phase 1 will include development of up to 680 residential units and up to 11,500 square feet of retail space, and is projected to commence in 2013. Phase 2 will include demolition of the existing TowerJazz fabrication building, and development of approximately 564 residential units on the easterly portion of the property.

The number of residential units planned to be developed is based upon replacement units allocated to the site based on conversion of existing office and industrial uses to residential uses, additive units allocated pursuant to the General Plan, and density bonus units allowed pursuant to Government Code Section 65915-65918 ("State Density Bonus Law") and City of Newport Beach Municipal Code Chapter 20.32 (the "Density Bonus Code").

On the Uptown Newport site, up to 632 units would replace the existing industrial and office uses which are to be demolished, 290 units are additive for a total of 922 units ("Base Units"). Up to 322 additional units can be developed as density bonus units pursuant to the State Bonus Density law and the Density Bonus Code.

Replacement Units	632
Additive Units	<u>290</u>
Subtotal – Base Units	922
Density Bonus Units @ 35%	<u>322</u>
Total Units	1,244

The State Density Bonus Law and the City's Density Bonus Code provide for an increase in the number of units of up to thirty-five percent (35%) above the maximum number of units allowed by the General Plan provided the project constructs a minimum number of affordable units depending upon what income category is served. At the maximum density bonus of 35%, the Project could accommodate up to 322 additional units above the 922 Base Units for a total of 1,244 total units.

This AHIP is intended to implement affordable housing requirements for the Uptown Newport project pursuant to the State Bonus Density Law, Title 19 Chapter 19.54 of the Newport Beach Municipal Code (the "Inclusionary Code"), and the Density Bonus Code.

III. Affordable Housing Obligation

Subdivision projects that result in a net increase of residential units have a requirement to provide affordable housing pursuant to the City's inclusionary housing requirements that are set forth in chapter 19.54 of the Municipal Code as well as the Density Bonus Code set forth in chapter 20.32 of the Municipal Code (combined, the "Affordability Requirements" or "Affordable Housing Requirements").

The Owner seeks to achieve the maximum 35% density bonus, and will meet the Affordable Housing Requirements by the construction of affordable housing as follows:

- By providing a minimum of eleven percent (11%) of the Base Units (102 units) for **Very-Low Income households** for rent, or
- By providing a minimum of twenty percent (20%) of the Base Units (185 units) for **Low-Income households** for rent, or
- By providing a minimum of forty percent (40%) of the Base Units (369 units) for **Moderate-Income households** for ownership, or
- By providing a combination of the above.

In the event a combination of the above housing types is constructed, a Very-Low Income unit shall be deemed to be the equivalent of 3.6 Moderate Income units or 1.8 Low-Income units. A Low-Income unit shall be the equivalent of 2 Moderate-Income units. For example, if 30 Very-Low Income units are constructed, either 131 Low-Income or 261 Moderate Income units would be required to complete the affordability requirements. If 89 Low-Income units are constructed, 191 Moderate-Income units are required. For this conversion the required number of units shall be rounded up to the nearest whole number.

In the event that the Project utilizes a density bonus of less than 35%, then the Affordability Requirements would be reduced pro-rata with the reduction of market rate units through an amendment to this AHIP.

IV. Methods to meet Affordability Requirements

The Owner shall meet its Affordable Housing Requirements by developing the affordable units on site. Pursuant to section 20.32.070 of the City Municipal Code, affordable units shall be dispersed throughout the Planned Community unless clustering of the affordable units in one or more sections of the Planned Community is approved by the Community Development Director.

V. Definitions

The City's Affordability Requirements and Affordable Housing Requirements set out certain definitions and descriptions to assist in the implementation of the requirements, many of which are indicated below. These definitions and descriptions will be utilized in the interpretation of the requirements under this AHIP:

- A. Affordable Housing Agreement (AHA).** Section 20.32.100 of the Density Bonus Code requires that an applicant that seeks a density bonus shall enter into an Affordable Housing Agreement ("AHA") with the City. Section 19.54.020(A) of the Inclusionary Code states that the AHA shall provide legal restrictions by which the affordable units shall be restricted to ensure that the units remain affordable to very low-, low-, or moderate-income households, as applicable. With respect to rental units, rent restrictions shall be in the form of a regulatory agreement recorded against the applicable property. With respect to owner-occupied units, resale controls shall be in the form of resale restrictions, deeds of trust, and/or other similar documents recorded against the applicable property.
- B. Affordable Housing Cost.** Pursuant to State of California Health & Safety Code Section 50052.5, affordable housing costs for any owner-occupied for-sale affordable units shall be as follows:
 - a. The affordable housing costs for very low-income households shall not exceed thirty (30) percent of fifty (50) percent of area median income for Orange County adjusted for household size appropriate for the unit.
 - b. For low-income households the affordable housing costs shall not exceed thirty (30) percent of seventy (70) percent of area median income for Orange County adjusted for household size appropriate for the unit. For those low-income households with incomes above seventy (70) percent of area median income the maximum affordable housing cost may be increased to thirty (30) percent of the income of the household.
 - c. For moderate-income households the affordable housing costs shall not be less than twenty-eight (28) percent of the gross income of the household nor exceed thirty-five (35) percent of one hundred ten (110) percent of Orange County area median income adjusted for household size appropriate for the unit. Furthermore, for those moderate-income households with incomes above one hundred ten (110) percent of area

median income the affordable housing costs may be increased to thirty-five (35) percent of the gross income of the household.

- d. Pursuant to sections 19.54.020 (C) and (D) of the City's Municipal Code "Adjusted for household size appropriate for the unit" shall mean a household size based upon two (2) persons per bedroom except for efficiency units where the household size shall be one (1) person.

C. Affordable Rental Price. – Municipal Code section 19.54.020(D) defines an affordable rental price as an annual rent that does not exceed thirty (30) percent of the maximum income level for very low-, low-, and moderate-income households, as adjusted for household size. In determining the maximum household income for a given affordable unit, it shall be based upon each bedroom being occupied by two persons, except for efficiency units (one person).

D. Affordable Unit. Municipal Code section 19.54.020 (E) defines an Affordable Unit as an ownership or rental-housing unit, including senior housing, affordable to households with very low-, low-, and moderate-incomes as defined herein.

E. Low-Income. Municipal Code section 19.54.020 (G) defines low-income as an income between fifty (50) percent and eighty (80) percent of the Orange County median income, adjusted for actual household size, as determined by the California Department of Housing and Community Development ("HCD"). Within this AHIP "low-income" and "lower-income" shall have the same meaning.

F. Moderate-income. Municipal Code section 19.54.020 (H) defines moderate-income as an income between eighty (80) percent and one hundred twenty (120) percent of the Orange County median Income, adjusted for actual household size, as determined by the HCD.

G. Very low-income. Municipal Code section 19.54.020 (I) defines very low-income to mean income fifty (50) percent or less of the Orange County median income, adjusted for actual household size, as determined by the HCD.

H. Annual Adjustments. Orange County Area Median Incomes utilized for setting the Affordable Housing Price, Affordable Housing Costs, and Affordable Rental Price shall be those published annually by HCD.

I. Permissible Residency. Whenever an occupancy restriction identifies a particular household category for occupancy, households with less income may also occupy that unit. So, for example, if a unit has a Moderate-Income restriction, Low-Income and Very-Low Income households may occupy that unit. Similarly, if a unit has a Low-Income restriction, Very Low-Income households may occupy that unit.

J. Rental Income Limits Established. The permissible rental rates for the affordable units shall not exceed the Affordable Rental Price described earlier in this AHIP.

K. Affordable Housing Costs Established. The permissible Affordable Housing Costs for the affordable units shall not exceed the Affordable Housing Costs described earlier in this AHIP.

L. Term of Affordability Restrictions.

- a. The affordable rental units provided through the implementation of this AHIP shall be legally restricted to occupancy by, and affordable to, households meeting the income requirements designated herein for a minimum duration of thirty (30) years from the date of the certificate of occupancy for the affordable units.
- b. Any affordable owner-occupied units provided through the implementation of this AHIP will be restricted to occupancy by, and affordable to, moderate income households. The term of the restrictions will run until the earlier of (i) the termination of the affordability restrictions in accordance with the equity sharing provisions described in section c(i) below or (ii) thirty (30) years from the date of the initial Certificate of Occupancy.
- c. The affordability restrictions will be documented by the recording of the following documents against the affected units:
 - i. In the case of owner-occupied for-sale units a Regulatory Agreement, Restrictive Covenant, or equivalent will be recorded against each affordable unit upon the sale to the initial occupant. The new qualified owner will also sign a promissory note with the City as beneficiary in the amount of the City's initial subsidy, which shall be as defined in section 20.32.090 B 2 (a) of the Density Bonus Code. The promissory note will be secured by a trust deed, which will be recorded against the unit and subordinated to conventional financing secured by the buyer, which will be in first position on title. The affordable units shall be subject to the City's equity sharing requirements which are described in section 20.32.090 B of the City's Density Bonus Code.
 - ii. In the case where the restricted units are rental units, a Regulatory Agreement or equivalent will be recorded against the apartment project assuring the continued affordability of the restricted units for a minimum of 30 years. The Regulatory Agreement will be subordinate to any conventional mortgage or bond financing which has a first trust deed position against the apartment project.

M. Units Applicable against RHNA Requirements. The City and Owner agree that any affordable units produced through the implementation of this AHIP may be used by the City to meet its Regional Housing Needs Assessments ("RHNA") specified by the Southern California Association of Governments ("SCAG").

N. Orange County Area Median Income. Annually HCD publishes area median incomes ("AMI") for each county in California. HCD revised and updated its 2012 income limits on February 1, 2012. The 2012 income limits for Orange County are as follows:

Orange County Median Income - 2012

Household Size	1	2	3	4	5
Income Category:					
Extremely Low Income	\$20,250	\$23,150	\$26,050	\$28,900	\$31,250
Very Low Income	\$33,750	\$38,550	\$43,350	\$48,150	\$52,050
Lower Income	\$53,950	\$61,650	\$69,350	\$77,050	\$83,250
Median Income	\$59,700	\$68,250	\$76,750	\$85,300	\$92,100
Moderate Income	\$71,650	\$81,900	\$92,100	\$102,350	\$110,550

Source: Department of Housing & Community Development, revised 2/1/12

VI. Assurance of the Development of Affordable Housing.

1. If the Owner has not commenced the development of affordable units in accordance with the phasing plan described in section VIII below then the City may withhold Certificates of Occupancy for the market rate units under construction until the Owner or successor in interest has commenced or completed the development of the affordable units.
2. For purposes of this section "commence the development" shall mean (i) commence or complete the construction of the affordable units, or (ii) issuance of building permits for or completion of the construction of the affordable units.

VII. Phasing of the Affordable Housing Production.

1. Affordable housing shall be constructed in each of the two proposed phases of development. Based upon the current phasing plan where 680 units are proposed for Phase 1 (55% of the project) and 544 units are proposed for Phase 2 (45% of the project), the minimum number of affordable units to be constructed in Phase 1 shall be 55% and shall not exceed 60% of the total affordable housing obligation for the Uptown Newport project. The remaining affordable housing obligation shall be constructed in Phase 2.
2. Prior to the issuance of a certificate of occupancy for fifty percent (50%) ~~seventy-five (75%)~~ of the market rate units planned within each Phase, the Owner shall commence construction or complete the construction of a minimum of fifty percent (50%) of the affordable units required to be constructed within each Phase.
3. Prior to the issuance of a certificate of occupancy for one hundred percent (100%) of the market-rate units within each Phase, the Owner

shall obtain a certificate of occupancy for all affordable units required to be constructed within each Phase.

- VIII. ***Affordable Housing Agreement.*** An AHA referencing the terms of this AHIP shall be executed and recorded between the City and Owner prior to recordation of the Final Map for the project.
- IX. ***Amendments of the AHIP.*** This AHIP may be amended by mutual agreement of the parties which will require City Council approval pursuant to section 19.54.060 of the Municipal Code.
- X. ***Successors in Interest.*** The obligations and benefits applying to the Owner under this AHIP shall also apply to any successors in interest to the Owner.
- XI. ***Right to Assign.*** Owner shall have the right to assign the AHA or this AHIP, including all benefits, covenants, duties, and obligations contained herein, upon the City's prior approval, which shall not be unreasonably withheld or delayed. Owner shall notify the City in writing of the assignment at least thirty (30) days prior to completion of the assignment. Owner's notice of assignment to the City shall include the name of, and contact information for the assignee. Upon completion of the assignment, the assignee shall assume and be responsible and liable for the performance of all duties and obligations set forth in the AHA and this AHIP, excepting only those duties and obligations expressly retained by Owner, if any, as part of the assignment.

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CITY OF NEWPORT BEACH
PLANNING COMMISSION STAFF REPORT

February 7, 2013 Meeting

Agenda Item 3

SUBJECT: Uptown Newport Village - (PA2011-134)
4311-4321 Jamboree Road

- Environmental Impact Report No. ER2012-001
- Planned Community Development Plan Amendment No. PD2011-003
- Planned Community Development Plan Adoption No. PC2012-001
- Traffic Study No. TS2012-005
- Tentative Tract Map No. NT2012-002
- Affordable Housing Implementation Plan No. AH2012-001
- Development Agreement No. DA2012-003

APPLICANT: Shopoff Management, Inc. (Uptown Newport LP)

PLANNER: Rosalinh Ung, Associate Planner
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On December 20, 2012, the Planning Commission continued the consideration of the Uptown Newport project to February 7, 2013. The commission took straw votes on the following:

1. No need to re-circulate the draft environmental impact report.
2. The draft environmental impact report is adequate and should be referred for certification by the City Council.
3. The draft statement of overriding considerations is appropriate and should be referred to the City Council for consideration.
4. The proposed amendment of the Koll Center PC is appropriate and should be referred to the City Council for consideration.
5. The project is consistent with the General Plan and Integrated Conceptual Development Plan as it relates to vehicle and pedestrian connectivity with surrounding properties.
6. The following components of the proposed Uptown Newport Planned Community documents are adequate and should be referred to the City Council for adoption:
 - a. Land Uses, Development Standards and Procedures (as modified)

b. Phasing Plan (as modified)

The Commission did not complete the review of the proposed Design Guidelines, Tract Map conditions, Affordable Housing Implementation Plan, and Development Agreement.

Based on the Planning Commission's comments from the previous meeting, the applicant has revised the Land Uses, Development Standards and Procedures (PC Text), Phasing Plan, and Design Guidelines. These revised documents along with a document showing the changes to the text are attached for the Commission consideration. Also attached is the latest revised Affordable Housing Implementation Plan with changes highlighted. Staff has reviewed and supports the changes made to these documents.

Staff received 2 letters (attached) addressed to the Planning Commission regarding the Uptown Newport project. One letter supports the project and the other expresses a concern regarding public notice of the 2006 General Plan Update where the change in General Plan designations for the Airport Area were approved.

Prepared by:


Rosalinh Ung
Associate Planner

Submitted by:


Kimberly Brandt, AICP
Director

ATTACHMENTS

- PC1 Revised Land Uses, Development Standards and Procedures¹
- PC2 Revised Phasing Plan¹
- PC3 Revised Design Guidelines¹
- PC4 Land Uses, Development Standards and Procedures - Red-lined Word Document¹
- PC5 Phasing Plan - Red-lined Word Document¹
- PC6 Design Guidelines - Red-lined Word Document¹
- PC7 Correspondence

Note: ¹These documents are not included in the staff report due to their size and bulk. They are available at the City Hall in the office of Planning Division and online at www.newportbeachca.gov/planningcommission.

Attachment No. PC 1
Revised Land Uses, Development
Standards and Procedures



UPTOWN NEWPORT

Planned Community Development Plan

Land Uses
Development Standards
& Procedures

Uptown Newport LP
January 25, 2013

UPTOWN NEWPORT

Planned Community Development Plan

Land Uses, Development Standards & Procedures

Applicant:

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1. INTRODUCTION AND PURPOSE OF DEVELOPMENT PLAN

1. Introduction and Purpose of Development Plan

1.1 INTRODUCTION

The Uptown Newport Planned Community Development Plan, hereinafter referred to as “the Uptown Newport PC,” is located within the City of Newport Beach Airport Area. Regional access to the 25-acre project site (also referred to as “Subject Property”) is provided by Jamboree Road, Birch Street, Von Karman Avenue, and MacArthur Boulevard.

The Uptown Newport PC is located in close proximity to the 405, 73 and 55 Freeways via MacArthur Boulevard and Jamboree Road as shown on Figure 1-1. Uptown Newport is located near regional open space areas, including Upper Newport Bay, Mason Regional Park in Irvine and the San Joaquin Freshwater Marsh. It is also located near the University of California - Irvine (UCI) with immediate adjacency to the UCI North Campus opposite the Subject Property on Jamboree Road.

The Uptown Newport PC site was originally developed as part of the Koll Center Newport, and has been used for manufacturing telecommunications equipment and computer chips since the 1970's. The City's General Plan calls for infill development and redevelopment of the Airport Business Area. The General Plan allows for up to 2,200 residential units to be developed in the Airport Business Area. In September of 2010, the City approved the Integrated Conceptual Development Plan (ICDP) to provide a framework for residential development on both the Koll Center Newport and Uptown Newport PC properties (the Uptown Newport PC site was referred to as the “Conexant Site” in the ICDP). The ICDP allocated 1,244 residential units and up to 11,500 square feet of retail to be developed on the Uptown Newport PC property and up to 260 residential units to be developed on the Koll property. The Uptown Newport PC provides the regulatory framework for redevelopment of the Subject Property into a high-density mixed use residential project.

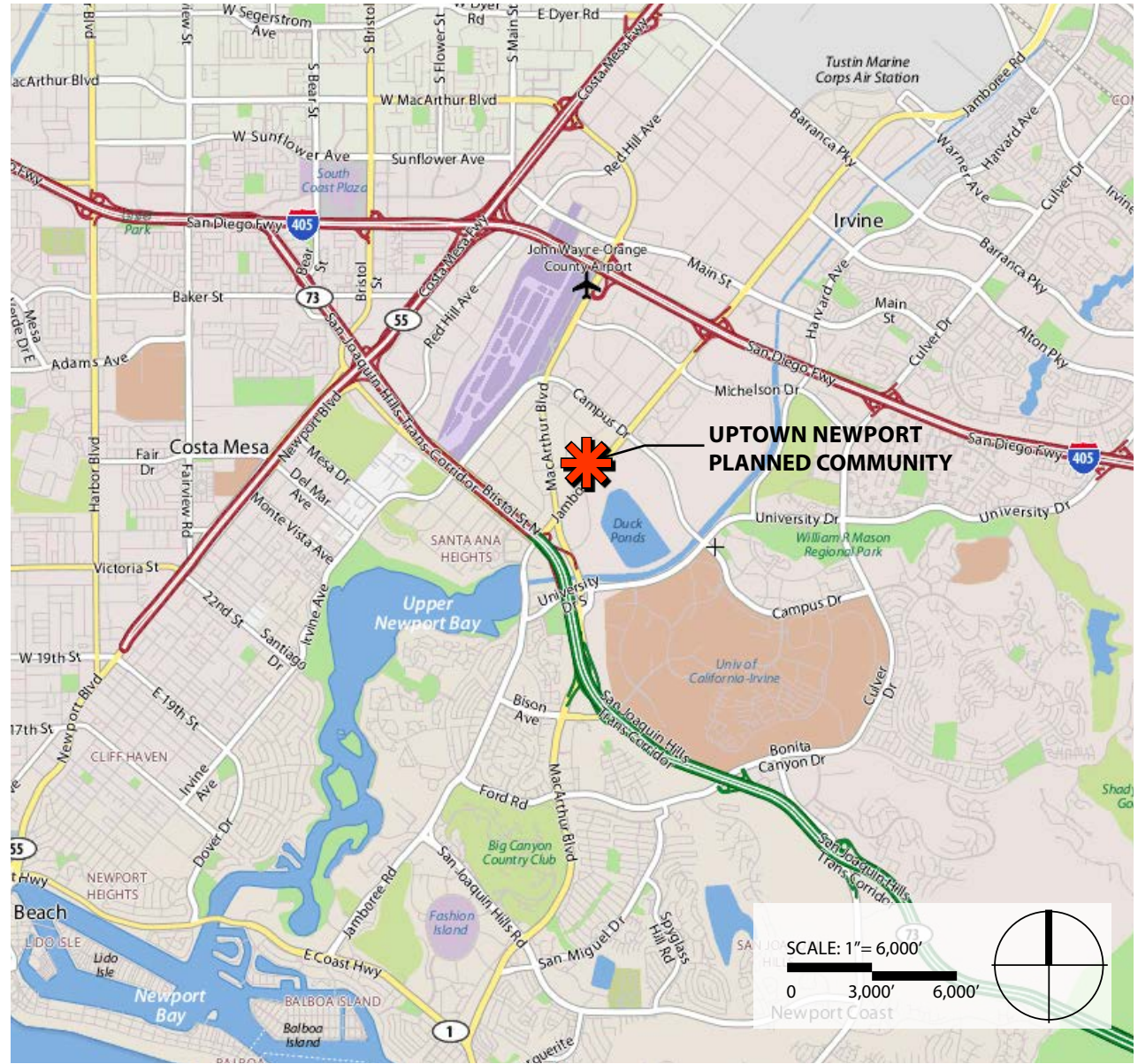


Figure 1-1: Regional Location Map

1. INTRODUCTION AND PURPOSE OF DEVELOPMENT PLAN

1.2 AIRPORT AREA CONTEXT

Uptown Newport is located within the Conceptual Development Plan Area of the City's Airport Area, as defined by the City's General Plan. The Airport Area encompasses approximately 360 acres of land located southeast of the John Wayne Airport (JWA), and is bound by Jamboree Road, Campus Drive, and Bristol Street. The ICDP area includes a portion of the 75-acre Koll property, and the 25-acre Uptown Newport property. These two properties are part of the larger Koll Center, which was developed as a master planned campus office park, governed by the Koll Center Newport Planned Community Development Plan (PC-15 - Koll Center) adopted by the City of Newport Beach on August 14, 1972 (Ordinance No. 1449). The Koll Center Planned Community extends northeast from the intersection of MacArthur Boulevard and Jamboree Road to Campus Drive. Refer to Figure 1-2 for the location of the project site within the City of Newport Beach and in the context of the Airport Area.



Figure 1-2: The Airport Area and the Uptown Newport Planned Community Development Area

1. INTRODUCTION AND PURPOSE OF DEVELOPMENT PLAN

1.3 IMMEDIATE CONTEXT

As illustrated in Figure 1-3, the Uptown Newport PC site is developed with two buildings aligned along the northwestern perimeter of the site. The northernmost building located at 4321 Jamboree ranges from approximately 40-50 feet in height. The building is approximately 311,452 square feet in size, and includes both industrial and supporting office uses. The southernmost building located at 4311 Jamboree is approximately 25 feet in height and approximately 126,675 square feet in size, and includes office uses, lab space, a data center, and cafe uses. Parking for both buildings is provided in adjacent surface parking lots.

The site is immediately bounded by Jamboree Road to the southeast, fast food restaurants to the northeast, and by existing office development within the Koll Center Newport to the northwest and southwest. Refer to Figure 1-3 for an illustration of the project site's orientation to nearby streets and surrounding land uses.

Direct access to the Uptown Newport PC is currently provided by two entries on Jamboree Road, one of which is signalized, and one entry on Birch Street. Von Karman Avenue to the northwest and MacArthur Boulevard to the west do not provide direct vehicular access to the Uptown Newport PC due to existing development within Koll Center Newport. An access drive easement is located at the western-most corner of the site and provides emergency access through the Koll Center Newport to Von Karman Avenue from the Uptown Newport PC.

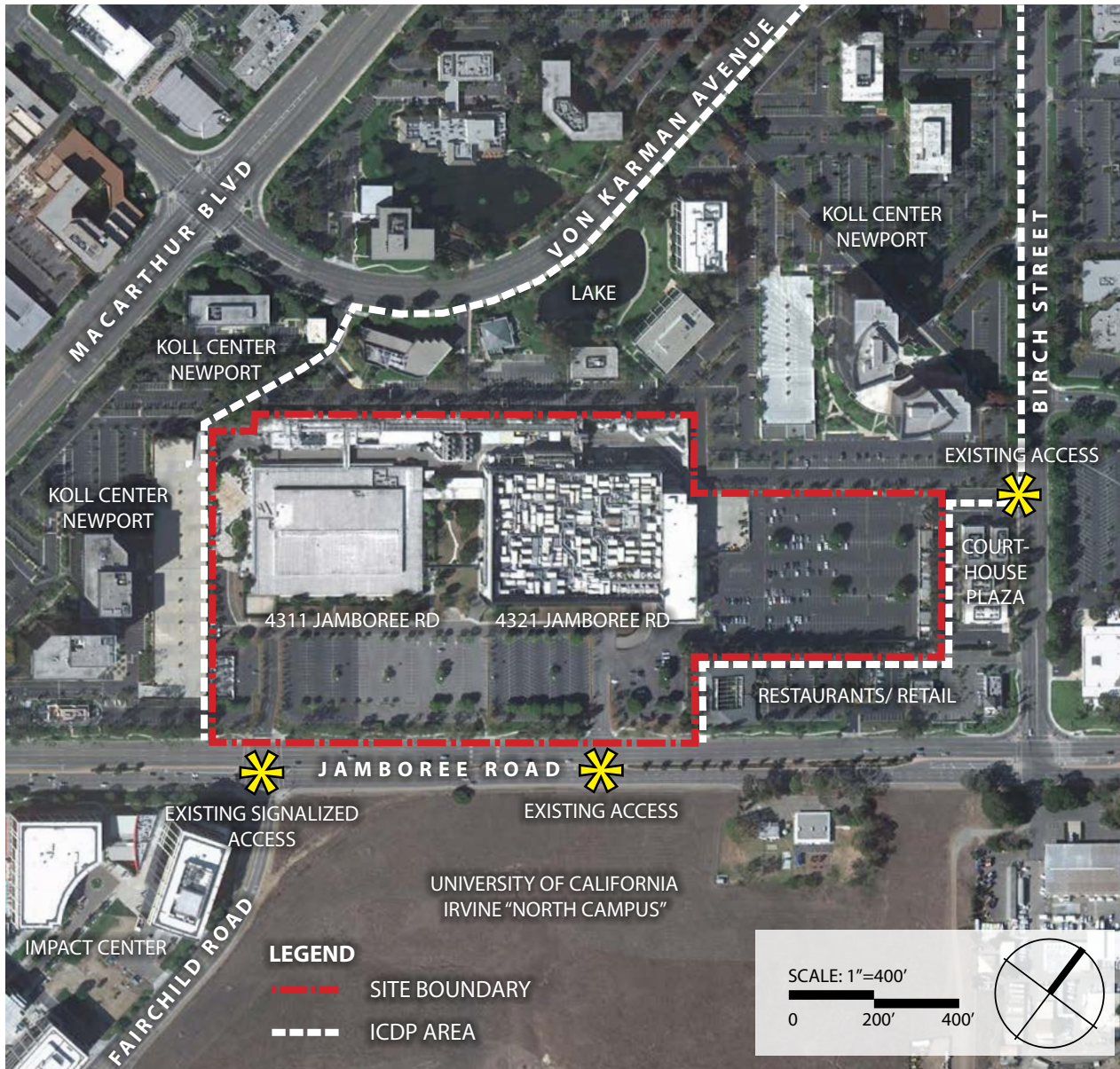


Figure 1-3: Aerial photo of the future Uptown Newport project site.

1. INTRODUCTION AND PURPOSE OF DEVELOPMENT PLAN

1.4 PURPOSE

The Uptown Newport Land Uses, Development Standards & Procedures coordinates and regulates development of the residential, commercial, open space, circulation and other land uses that may be developed within the Uptown Newport site. It also serves as the implementing zoning document for the property and implements the Newport Beach 2006 General Plan and the approved Integrated Conceptual Development Plan (ICDP). The ICDP encourages the development of coordinated, cohesive and environmentally-friendly residential and mixed use projects in the Airport Area, designed to create new urban villages with a distinctive sense of place.

The Uptown Newport PC provides a framework for converting the existing industrial uses at the project site into a new village within the Airport Area, with a mix of uses, densities and amenities. The proposed land use intensity is compatible with existing and anticipated development planned in the Airport Area. It also permits the existing industrial development as an allowed interim use until the existing TowerJazz lease expires, or until March 2027, whichever occurs first, and ensures an orderly transition to new residential mixed-use village land uses.

The Uptown Newport PC allows for the demolition and replacement of 438,127 square feet of existing industrial and office uses allocated to the Uptown Newport site with a residential and mixed-use development. The location of proposed land uses are illustrated on Figure 2-1. A new street system will be developed to provide appropriate circulation throughout the project site for both pedestrians and vehicles, breaking up the project site into multiple development areas.

1.5 RELATIONSHIP TO MUNICIPAL CODE

Except as otherwise noted in the Uptown Newport PC, whenever the development regulations of this plan conflict with the regulations of the Newport Beach Municipal Code, the regulations contained herein shall prevail. The Municipal Code shall regulate the Uptown Newport PC whenever regulations are not provided within these district regulations. All words and phrases used in the Uptown Newport PC shall have the same meaning and definition as used in the City of Newport Beach Municipal Code unless defined differently in this document.

1.6 RELATIONSHIP TO AIRPORT AREA CONCEPTUAL DEVELOPMENT PLAN

In 2006 the City of Newport Beach adopted a voter-approved comprehensive update to its General Plan, which includes a plan for infill development within the Airport Area (Statistical Area L4), located immediately east of John Wayne Airport and bounded by Jamboree Road, Campus Drive and Bristol Street. The policies promote the introduction of residential and mixed-use development within the airport area, provided that such development contributes to the creation of viable neighborhood clusters with appropriate infrastructure, pedestrian-oriented features and open spaces, and with a pattern of development that offers a strong sense of community and livability.

The General Plan policies allow for a maximum of 2,200 units of housing within the Airport Area. All but 550 of these units must replace existing development so that there is no

net gain of vehicular trips; the 550 “additive” units may be constructed on existing surface parking lots or areas not used for occupiable buildings located east of MacArthur Boulevard. This area, referred to in the General Plan as the Conceptual Development Plan Area (depicted on Figure LU22 of the General Plan Land Use Element), has strong potential for the introduction of new residential development, as it includes two large tracts of assembled property, including the 75-acre Koll Center Newport property and the Uptown Newport site.

The Koll Center Newport and Uptown Newport properties require the adoption of a conceptual plan in accordance with the General Plan.

1.7 RELATIONSHIP TO THE INTEGRATED CONCEPTUAL DEVELOPMENT PLAN

In September of 2010, the City approved the Koll-Conexant ICDP, which provides a framework for residential development on both the Koll and Conexant properties within the Airport Business Area. The ICDP is aimed at fulfilling the policies of the General Plan, ensuring cohesive and livable neighborhoods oriented to parks and pedestrian ways. In the ICDP, the Uptown Newport PC property was referred to as the “Conexant Site”.

The ICDP establishes a framework for development of individual projects within the site area, including goals and guidelines for land uses, height and bulk of buildings, sustainable development practices, unifying landscape, lighting and signage themes, streets and pedestrian circulation, recreation and open space.

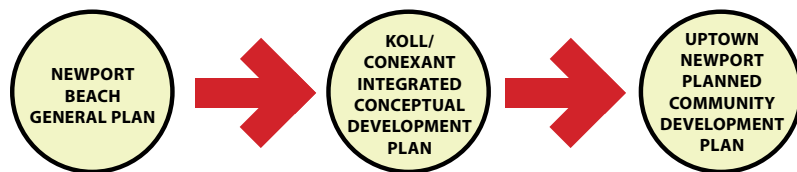


Figure 1-4: Regulatory Hierarchy.

1. INTRODUCTION AND PURPOSE OF DEVELOPMENT PLAN

The ICDP provides for the redevelopment of the 25-acre Uptown Newport site and for the redevelopment of a 12.7-acre portion of the Koll Center office park between Birch Street and Von Karman Avenue with new residential development and open space, carefully integrated with existing office buildings and parking structures which will remain on the Koll Center Newport site. Connectivity within and between

the two properties will be provided with existing and new pedestrian ways improved with parking lot screening, planting and/or enhanced pavings which are compatible between the Koll and Conexant properties.

The ICDP permits a total of up to 1,504 new residential units; 1,244 of which are planned and could be developed on the

Uptown Newport site and the remaining 260 units on the Koll property (refer to Figure 1-5 and Table 1-1). Within the Uptown Newport PC, up to 632 units would replace existing industrial and office uses that are planned to be demolished. The remaining 290 units would be additive. The Uptown Newport PC includes the ability to construct up to 322 density bonus units on-site as an incentive to provide affordable housing in addition to that needed to satisfy the City's affordable housing requirements.

The Uptown Newport PC was prepared based upon the goals, guidelines and principles of the ICDP, and is designed to implement in greater detail and specificity those goals, guidelines and principles.

1.8 RELATIONSHIP TO DESIGN GUIDELINES AND PHASING PLAN

This document sets forth the zoning regulations and land use standards for development within the Uptown Newport project. It is intended to be used in conjunction with the Uptown Newport Design Guidelines and Phasing Plan for development within the Uptown Newport PC. The Design Guidelines provide additional standards, policies, and goals including; site planning, architectural, site development, landscape, and signage design guidelines that are intended to be used as a guide during the review process for implementing projects. The Phasing Plan outlines the phasing for the Uptown Newport PC, and is intended to be used as a general guide for the phasing of development within the Uptown Newport PC, including interim conditions between Phase 1 and Phase 2.

TABLE 1-1: ICDP UNIT ALLOCATION SUMMARY

	Additive	Replacement	Density Bonus	Total
Koll Site	260			260
Conexant Site*	290	632	322	1,244
Totals	550	632	322	1,504

**The Subject Property was referred to as the "Conexant Site" in the ICDP*



Figure 1-5: ICDP Conceptual Plan

1. INTRODUCTION AND PURPOSE OF DEVELOPMENT PLAN



Figure 1-6: Master Site Plan

2. LAND USE REGULATIONS

2. Land Use Regulations

2.1 LAND USE

The Uptown Newport PC is intended to be a multi-family residential community with neighborhood-serving retail uses. Permitted uses are described in Section 2.1.2 and Table 2-2.

Prior to adoption of the Uptown Newport PC, development on the Uptown Newport property has been controlled by the Koll Center PC-15. The Uptown Newport PC replaces the Koll Center PC with respect to the development of the Uptown Newport site. It is recognized, however, that development and absorption of these elements within the Uptown Newport PC may require a span of several years to commence and complete, and that in the interim, industrial and commercial uses of the site will continue. Existing light industrial and office uses will be phased out as development is implemented. Prior to March 12, 2027 existing uses will continue to be allowed pursuant to the Uptown Newport PC and the Newport Beach Municipal Code (NBMC) relating to non-conforming uses and structures.

The conditions, standards, and other provisions of Uptown Newport PC are in no way intended to discourage or prohibit the continued uses of the existing industrial uses on the site as development of the urban village concept proceeds.

2.1.1 Existing Uses

Any use within the Uptown Newport PC lawfully existing at the time of the effective date of this PC may continue as an interim use and is subject to the NBMC. Provided, however, existing light industrial uses including their ancillary commercial/office related uses will cease when the existing TowerJazz lease expires, or until March 12, 2027, whichever comes first. Permitted existing uses consist of the following:

I. Existing Light Industrial Uses

A. To allow uses primarily engaged in research activities, provided that such activities are confined within a building or buildings and do not contribute excess noise, dust, smoke, vibration, odor, toxic or noxious matter to the surrounding environment nor contain a high hazard potential, due to the matter of the product material or processes involved. Such activities may include but shall not be limited to research laboratories and facilities, developmental laboratories and facilities and compatible light manufacturing related to the following list of examples:

1. Bio-Chemical
Chemical
Film and Photography
Medical and Dental
Metallurgy
Pharmaceutical
X-Ray
2. Manufacture, research assembly, testing components, devices, equipment and systems and parts and components such as but not limited to the following list of examples:
Coils, Tubes, Semi-Conductors
Communication, Navigation Control, Transmission and Reception Equipment, Control Equipment and Systems Guidance Equipment and Systems
Glass Edging, Beveling, and Silvering
Data Processing Equipment and Systems
Graphics, Art Equipment

Metering Instruments
Optical Devices, Equipment and Systems
Phonographs, Audio Units, Radio Equipment and Systems
Scientific and Mechanical Instruments
Testing Equipment

B. To allow the location of offices and areas associated with and accessory to the permitted light industrial uses listed under IA:

1. Administrative, professional and business offices
2. Regional or home offices of industries which are limited to a single use
3. Blueprinting, photostating, photo engraving, printing, publishing and bookbinding, provided that no on-site commercial service is associated with said uses
4. Cafeteria, cafe, restaurant, bar, theater/nightclub or auditorium subject to the procedures, regulations and guidelines set forth in the Newport Beach Municipal Code

II. Industrial Service and Support Facilities Permitted Uses

A. To allow a combination of general industry, business and professional offices, and industrial support activities, provided that such activities are confined within a building or buildings, and do not contribute excessive noise, dust, smoke, vibration, odor, toxic or noxious matter to the surrounding environment nor contain a high hazard potential due to the nature of the products, materials or processes involved.

1. All uses permitted under Part I
 - a. Business and professional offices
 - b. Industrial Support Facilities, to include activities limited to the sale of products or services
 - c. Distribution and warehousing plants

2. LAND USE REGULATIONS

2.1.2 Permitted Uses

Permitted uses are those uses set forth in Table 2-2. Accessory Uses as defined herein are also permitted. Land uses that are not listed in the table herein are not allowed, except as otherwise provided by Chapter 20.12 (Interpretation of Zoning Code Provisions) of the NBMC.

Interface between retail and residential uses will incorporate mitigation features as outlined in Chapter 3 of the Design Guidelines document to limit nuisances such as odors and noise generated by the retail uses. The residential use interior sound attenuation requirement shall be a CNEL value not exceeding an interior level of 45 dB.

Additional commercial/retail uses in excess of 11,500 square feet is permitted through conversion of residential units in accordance with the City's traffic neutral policy or through a transfer of development intensity consistent with the General Plan. Retail uses are permitted throughout the Uptown Newport PC.

Appropriate written notifications shall be provided to all initial and subsequent buyers, lessees, and renters within the Uptown Newport PC notifying them that the area is in the vicinity of John Wayne Airport and, as a result, residents and occupants of buildings may experience inconvenience, annoyance or discomfort arising from the noise resulting from aircraft operating at the airport.

2.1.3 Special Events

The mixed-use and open character of Uptown Newport may be conducive to the hosting of a variety of Special Events (as defined in NBMC) throughout the year. Special Events must comply with NBMC.

2.2 DEVELOPMENT PROGRAM

The development program in the Uptown Newport PC is consistent with those established by the ICDP and are identified in Table 2-1. The development program may be modified through amendments to the Uptown Newport PC or the approval of a transfer of development rights. Carts, kiosks, temporary, and Accessory Uses are permitted and are not counted towards development units or square footage allocated in the Uptown Newport PC.

2.3 TRANSFER OF DEVELOPMENT RIGHTS

The transfer of development rights within this Planned Community to areas in the Airport Area Conceptual Development Plan identified in the General Plan is allowed in accordance with the permitted densities, the General Plan and NBMC.

TABLE 2-1: DEVELOPMENT PROGRAM

LAND USE	
Residential	922 units
Residential Density Bonus ¹	322 units
Total Residential	1,244 units
Commercial (Retail)	11,500 sq. ft.

¹Density bonus units pursuant to state law & NBMC

2. LAND USE REGULATIONS

TABLE 2-2: PERMITTED LAND USE REGULATION TABLE

RESIDENTIAL (4)	
Multi-Unit Dwellings	P
Home Occupations	P
Live-Work Units	P
Senior Citizen Housing	P
CARE USES	
Adult Day Care: Small (6 or fewer, in home)	P
Child Day Care: Small (8 or fewer, in home)	P
Day Care, General (commercial)	CUP (3)
Congregate Care Home	CUP
Convalescent Facility	CUP
RETAIL USES (1)	
Alcohol Sales (off-sale)	MUP
Alcohol Sales (off-sale) Accessory Only	MUP
Antiques	P
Artists supplies	P
Bakeries	P
Bicycles	P
Books	P
Boutique shops	P
Clothing and accessories	P
Cameras and photographic supplies	P
Convenience markets/stores/food and beverages	P
Handcrafted items	P
Jewelry	P
Luggage and leather goods	P
Musical instruments, parts and accessories	P
Office supplies	P
Pharmacies	P
Real estate information center	P
Shoe stores	P
Sporting goods and equipment	P
Tobacco	P
Toys and games	P
SERVICE USES - BUSINESS, FINANCIAL, MEDICAL AND PROFESSIONAL (1)	
ATM's	P
Financial Institutions and Related Services	P
Offices - Medical and Dental	P

SERVICE USES - GENERAL (1)	
Animal Grooming/Veterinary Services (no boarding)	P
Artists Studios	P
Eating and Drinking Establishments	
Accessory food service (open to public)	P (2)
Fast Food (no late hours)	P
Fast Food (with late hours)	MUP (2)
Food Service (no late hours)	P
Food Service (with late hours)	MUP (2)
Take-Out Service, Limited	P
Health Fitness Facilities	
Small - 2,000 sq. ft. or less	P
Large - Over 2,000 sq. ft.	CUP
Medical Retail/ Services	
Body scanning	P
Dental enhancement treatments	P
Eye exam, eyeglass/contact lens sales	P
Skin treatments	P
Personal Services	
Clothing Rental Shops	P
Dry Cleaners - Agent Only	P
Hair Salons/ Barber Shops	P
Home electronics and small appliance repair	P
Locksmiths	P
Massage Establishments	MUP
Massage Establishments, Accessory	MUP
Nail Salons/ Beauty Shops	P
Spas	P
Tailors and seamstresses	P
Tanning salons	P
Travel agencies/services	P
Postal Services	P
Printing and Duplicating Services	P
TRANSPORTATION, COMMUNICATIONS AND INFRASTRUCTURE USES	
Utilities, Minor	P
Wireless Telecommunication Facilities	MUP
OTHER USES	
Accessory Structures and Uses	P
Personal Property Sales	P
Temporary Uses	LTP

LEGEND

P = Permitted By-Right
CUP = Conditional Use Permit
MUP = Minor Use Permit
LTP = Limited Term Permit
--- Not Allowed

(1) Uses permitted on the first floor only.

(2) Late hours. Facilities with late hours shall mean facilities that offer service and are open to the public after 11:00 p.m. any day of the week. A Minor Use Permit shall be required for any use that maintains late hours.

(3) Child day care that principally serves on-site residential uses shall not be counted against the 11,500 square feet of allowable commercial space.

(4) Includes affordable housing in accordance with the Uptown Newport affordable housing implementation plan.

Note: Land uses that are not listed in the table above, or are not shown are not allowed, except as otherwise provided by NBMC (Rules of Interpretation).

If such uses are Accessory Uses to a Residential Development, such uses shall not be counted against the 11,500 s.f. of allowable commercial space.

2. LAND USE REGULATIONS

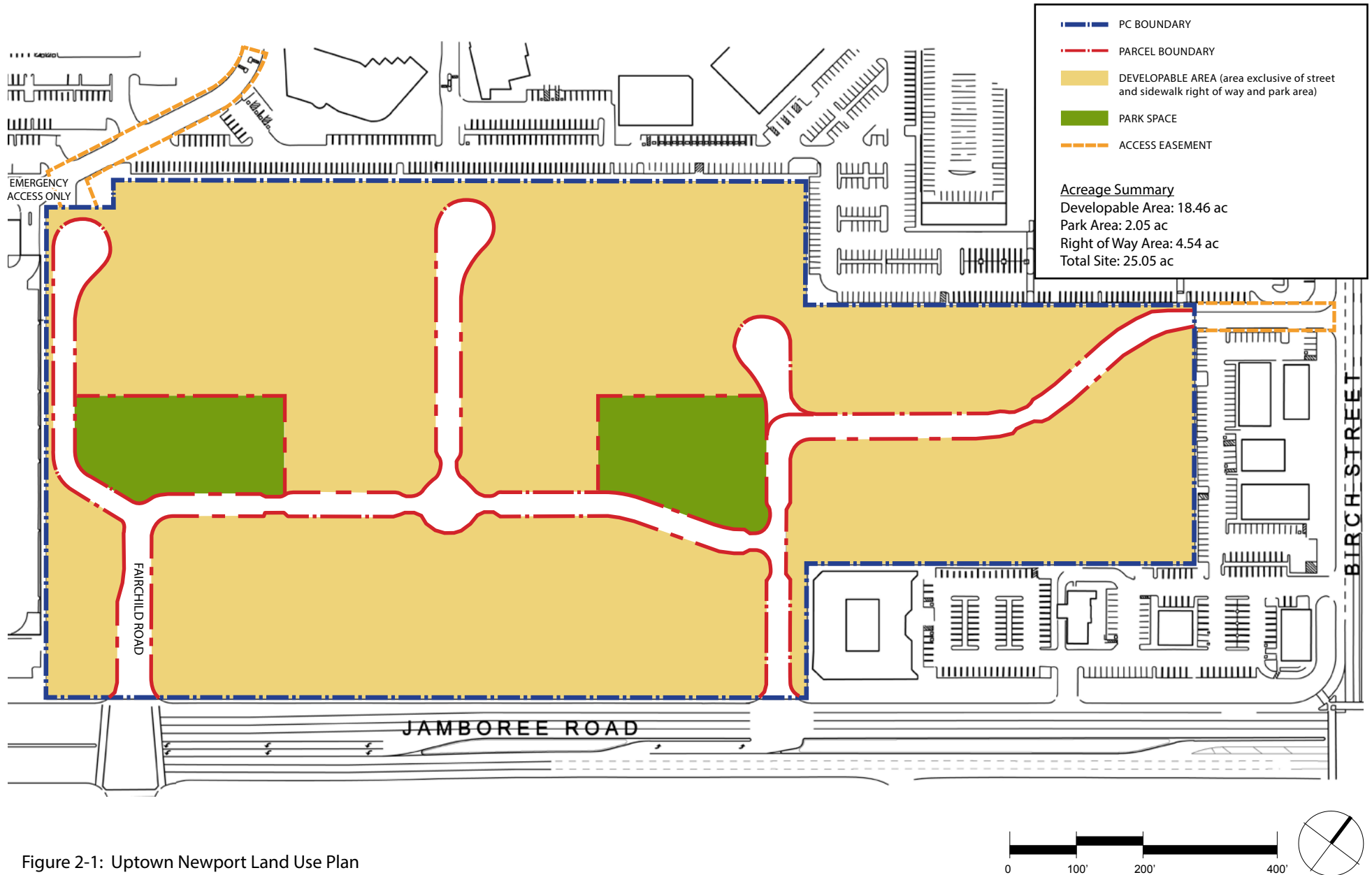


Figure 2-1: Uptown Newport Land Use Plan

3. SITE DEVELOPMENT STANDARDS

3. Site Development Standards

3.1 PERMITTED HEIGHT OF STRUCTURES

The maximum height for low-rise and mid-rise buildings shall be 75 feet. The maximum building height for high-rise (as defined herein) portions of buildings is 150 feet. Portions of the site feature a maximum building height limit of 55 feet (see Figure 3-2). High-rise portions of buildings shall be set back an additional 15' beyond the required setback from property line. High-rise elements may be wholly or partially surrounded with low- and mid-rise structures. The distance between the high-rise portions of buildings shall be a minimum of 75 feet. All building heights are measured at Finished Grade as shown on grading plan or final subdivision map. The maximum Floor Plate of any high-rise portion of a building shall not exceed 25,000 square feet. The number of high-rise structures in each "high-rise zone" shall not exceed the maximum number shown in Figure 3-2.

All development must be constructed in conformance with the height restrictions set forth by Federal Aviation Administration (FAA), Federal Aviation Regulations (FAR) Part 77, and Caltrans Division of Aeronautics, and the height restrictions set forth by the Airport Environs Land Use Plan (AELUP) for John Wayne Airport and the Airport Land Use Commission (ALUC). It should be noted that the current aviation easement for JWA as adopted by the Orange County Board of Supervisors restricts the construction of buildings to a maximum height of 206 feet (NAVD 88), including all rooftop appurtenances.

Architectural Features are permitted and may exceed the maximum building height by up to 20 feet, provided that the maximum height of the building, including architectural features does not exceed 206 feet (NAVD 88), including all rooftop appurtenances. Such features must be an extension or complement of the architectural style of the building in terms of materials, design and color. Applicants shall file a Notice of Proposed Construction or Alteration with the FAA (Form 7460-1) for any construction cranes that exceed 200 feet in height above ground level.

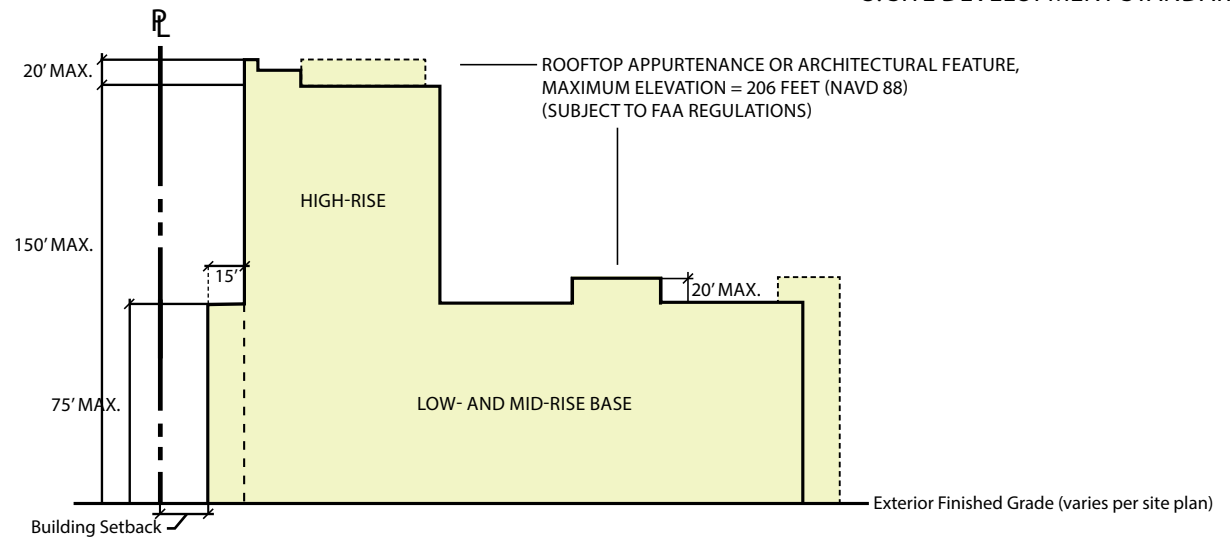


Figure 3-1 Building/Structure Height Limits

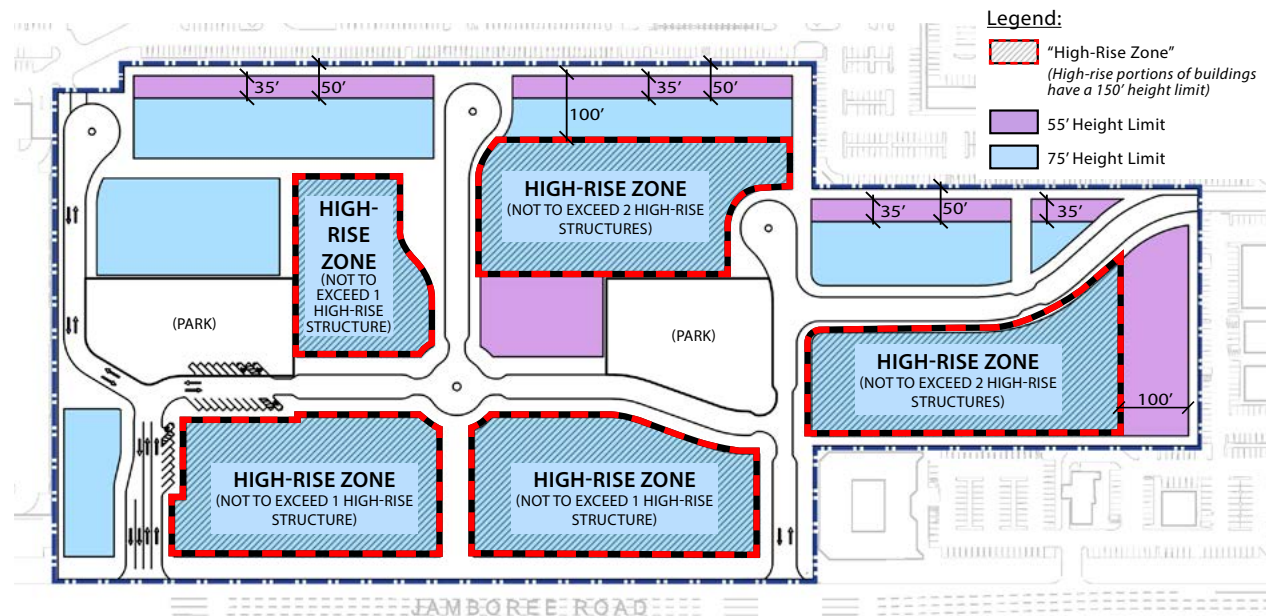


Figure 3-2 Building Height Limit Plan

3. SITE DEVELOPMENT STANDARDS

3.2 BUILDINGS SETBACK REQUIREMENTS**3.2.1 Perimeter**

The building setbacks to the perimeter property line shall be 15'. Exceptions include a 34' setback along the property line adjacent to Jamboree Road, a 10' setback along the southwest property edge, and a 30' setback along two portions of the northern property line (see Figure 3-4).

3.2.2 Interior Streets

Along the Spine Street building setbacks shall be 27' from property line. Along all other streets building setbacks shall be 17' from property line. Exceptions include a 22' setback on the northeast edge of the secondary Jamboree Road Entry Drive.

3.2.3 Subterranean Setbacks

Subterranean parking structures or other underground structures (including foundations and footings) may project into required building setbacks and shall be covered with a minimum 2' depth of soil for planting (see Figure 3-3). Subterranean parking structures may encroach into or extend underneath private or public paseos provided that they are covered with pavers and raised planters.

The maximum distance a subterranean structure may encroach into the building setback is as follows:

- Spine Street: 10'
- Neighborhood Streets: 5'
- Entry Drives: 5'
- Perimeter property lines: 5'
- Jamboree frontage: not permitted

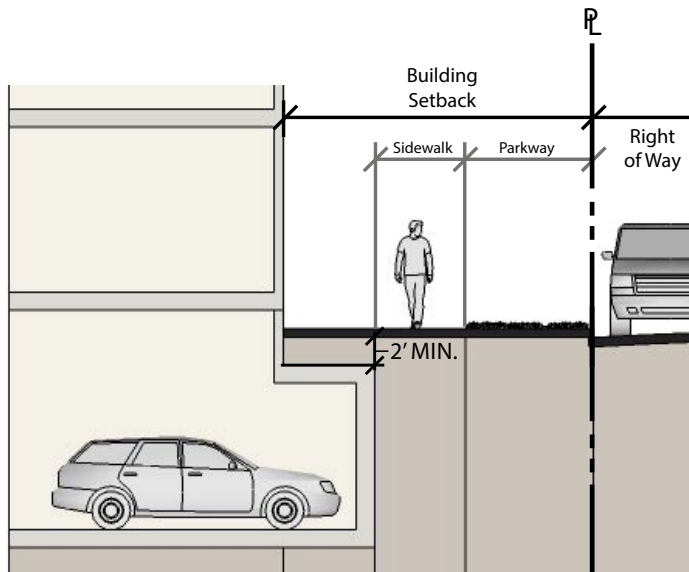
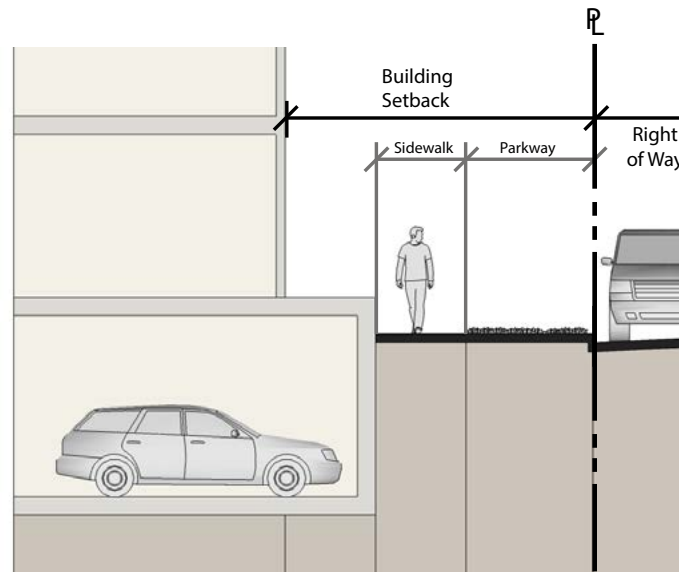
**ALLOWED****NOT ALLOWED**

Figure 3-3 Subterranean Structure Conditions

3. SITE DEVELOPMENT STANDARDS

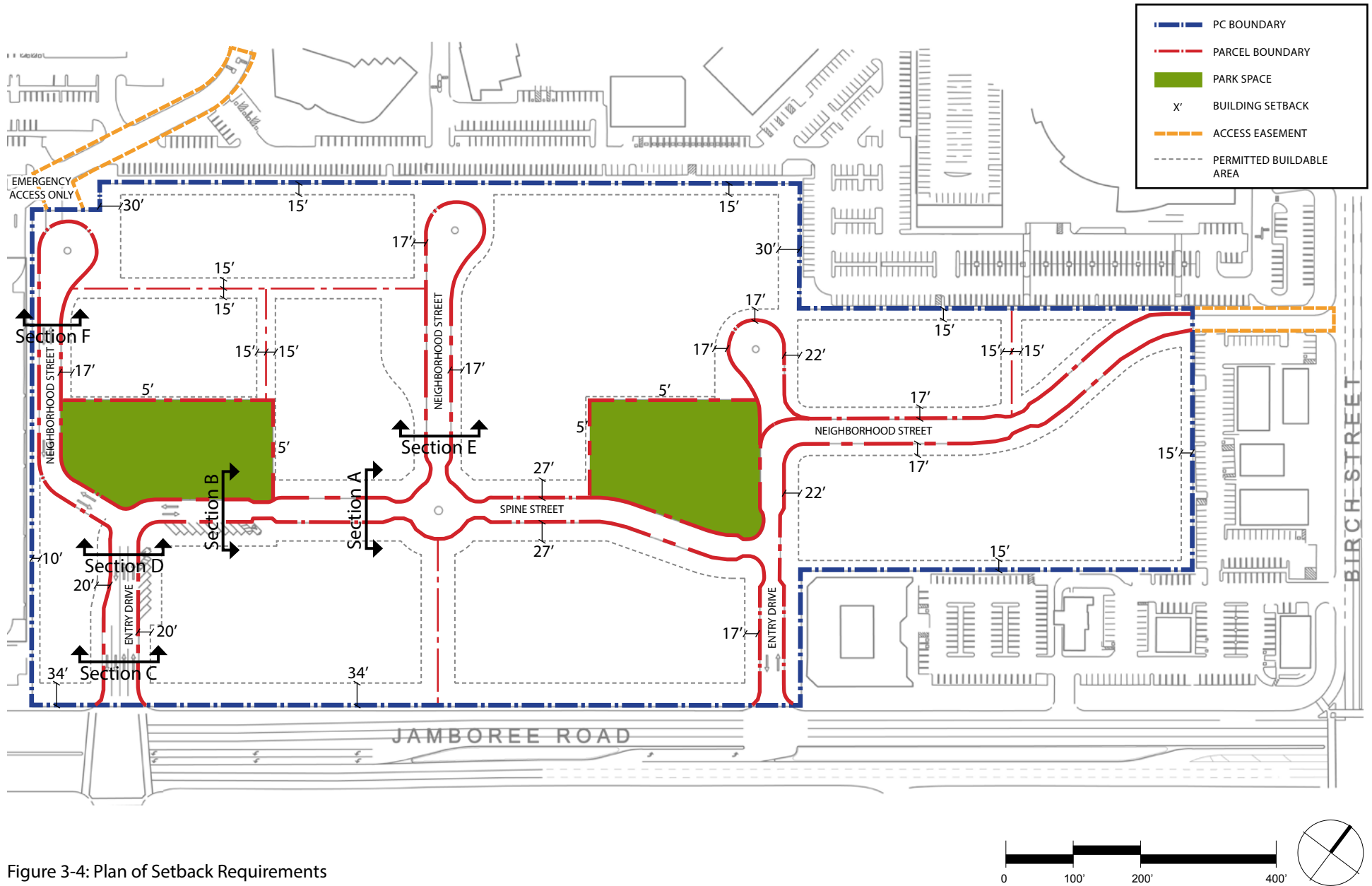


Figure 3-4: Plan of Setback Requirements

3. SITE DEVELOPMENT STANDARDS

3.2.4 Stairways, Ramps and Patios

On Neighborhood Streets, stairways, front stoops, and ramps are permitted within the front setback and may extend to the back of walk (Figure 3-5).

Street-level private patios on Neighborhood Streets may extend 3 feet into the required building setback (Figure 3-6).

On the Spine Street, stairways, front stoops, and ramps are permitted within the front setback and may extend a maximum of 8 feet (Figure 3-7).

Street-level patios on the Spine Street may encroach a maximum of 4 feet into the required setback. Patio encroachments into the Jamboree Road setback are not permitted (Figure 3-8).

Ramps needed for accessibility may be placed into the street setback and shall be set back a minimum of 2 feet from the public sidewalk.

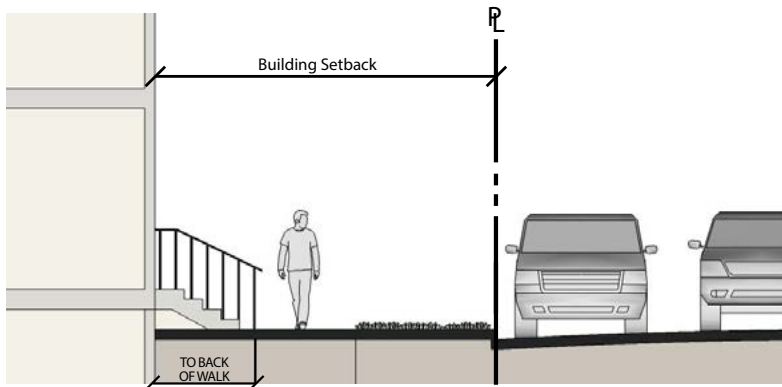


Figure 3-5 Neighborhood Street: Stairways, Front Stoeps, & Ramps

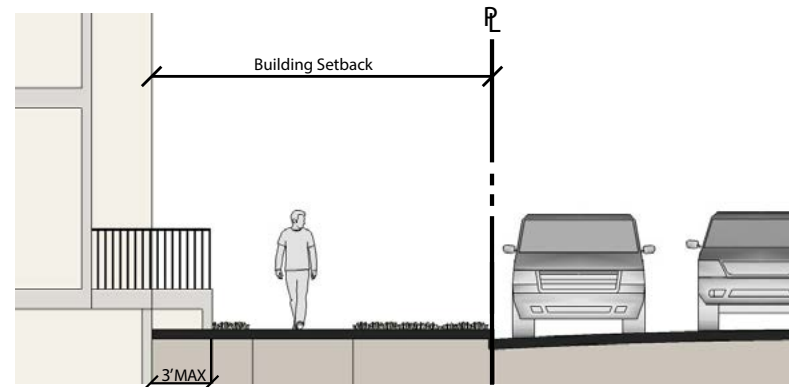


Figure 3-6 Neighborhood Street: Patios

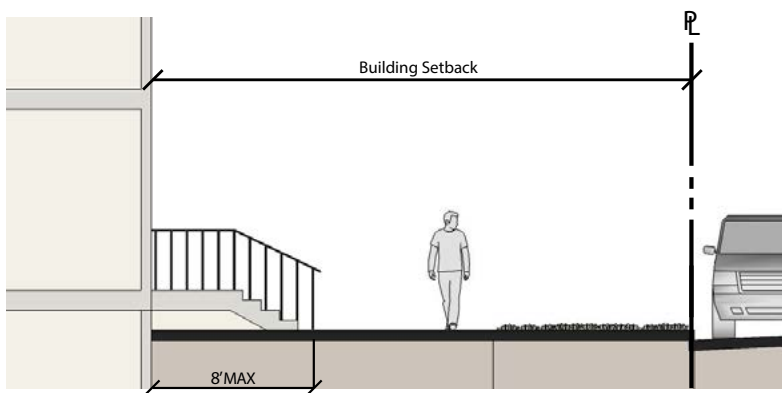


Figure 3-7 Spine Street: Stairways, Front Stoeps, & Ramps

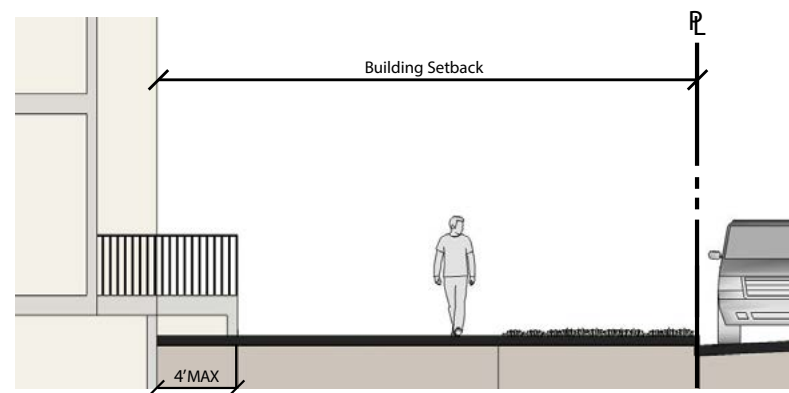


Figure 3-8 Spine Street: Patios

3. SITE DEVELOPMENT STANDARDS

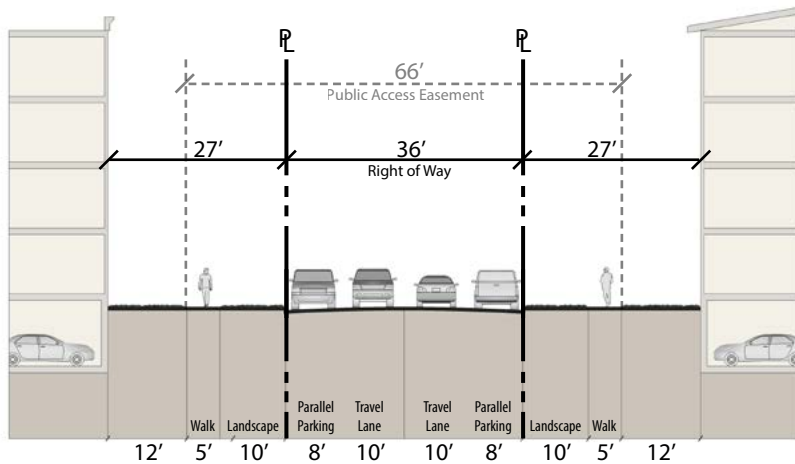


Figure 3-9: Section A - Spine Street (without diagonal parking)

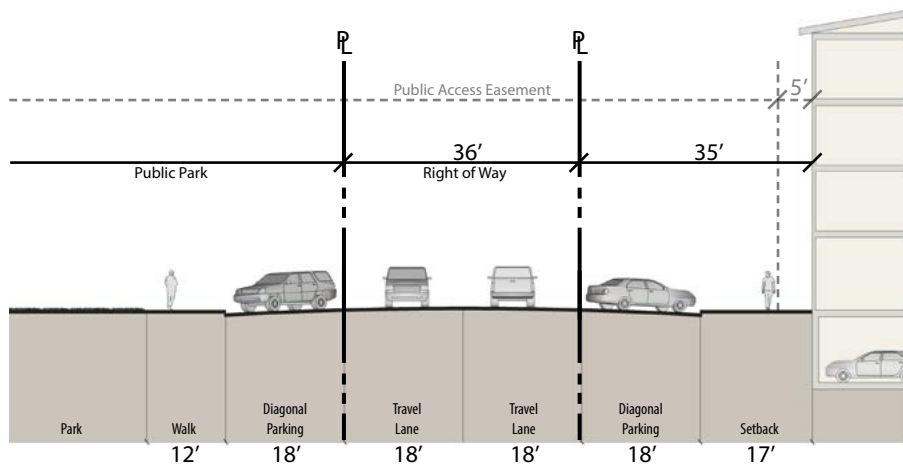


Figure 3-10: Section B - Spine Street (with diagonal parking)

3.3 ON-SITE CIRCULATION

3.3.1 Street Hierarchy

Uptown Newport will feature a network of streets which are privately owned, built, and maintained, but accessible to the public. The street network is centered around the internal Spine Street and traffic roundabout, which includes a 36' paved section with the option of adjacent diagonal parking in certain locations (see Figures 3-9 and 3-10). The street network also features two Entry Drives (Figures 3-11 and 3-12) intersecting Jamboree Road, which also may feature diagonal parking. Neighborhood Streets (Figure 3-13) feature reduced building setbacks and landscape dimensions than the Spine Street and Entry Drives. The Neighborhood Street along the southwesterly boundary will be gated for emergency access, but will allow for future connection to Von Karman Avenue upon future development of the Koll Center Newport (Figure 3-14). In Phase 2, the central Neighborhood Street will be extended to the northerly property line to allow for future connection to Von Karman Avenue upon future development of the Koll Center Newport.

3.3.2 Sidewalks

Sidewalks shall be provided on both sides of all internal streets and shall be a minimum of five feet in width, however, wider sidewalks are permitted. In cases where project streets are constructed adjacent to future phases, such streets may be allowed to have a sidewalk on one side only until such time that build-out occurs. The installation of parkway landscaping and street trees is required in such instances. All parkways are publicly accessible up to the back-of-walk. Walkways are not required adjacent to private drives, basement access drives or alleys. Streets shall be privately owned and maintained, but open to the public. Outdoor dining is permitted adjacent to retail uses as long as a minimum sidewalk width of five feet is maintained at all times.

3. SITE DEVELOPMENT STANDARDS

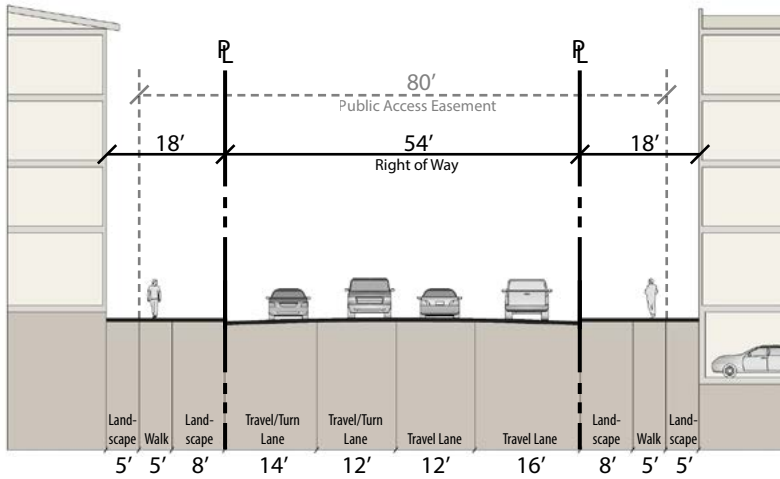


Figure 3-11: Section C - Entry Drive (without diagonal parking)

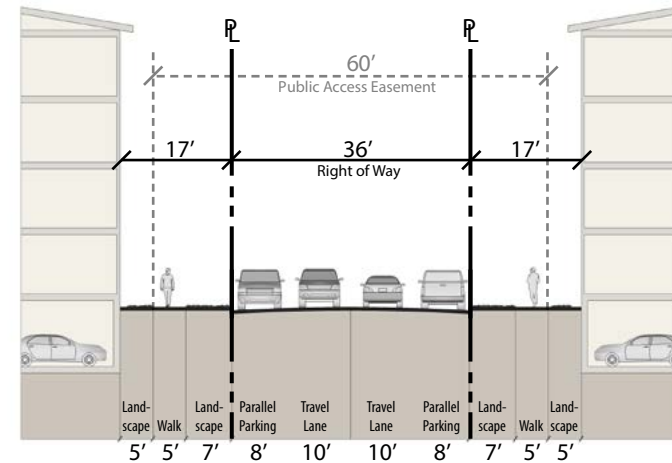


Figure 3-13: Section E - Neighborhood Street

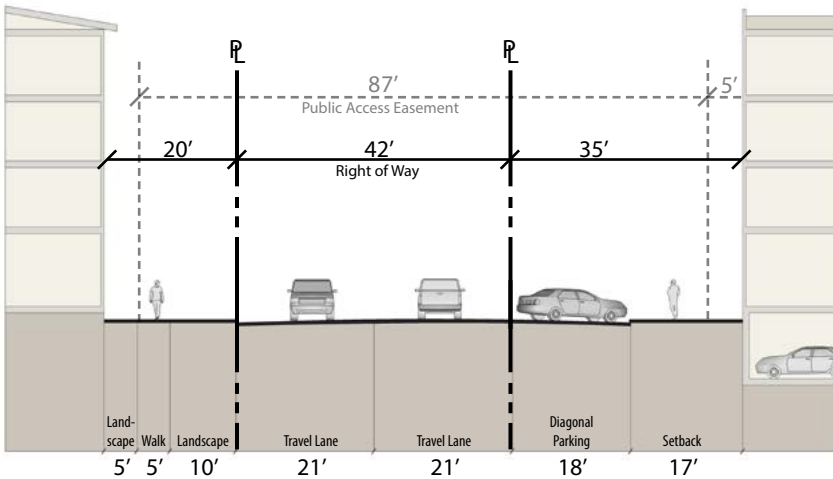


Figure 3-12: Section D - Entry Drive (with diagonal parking)

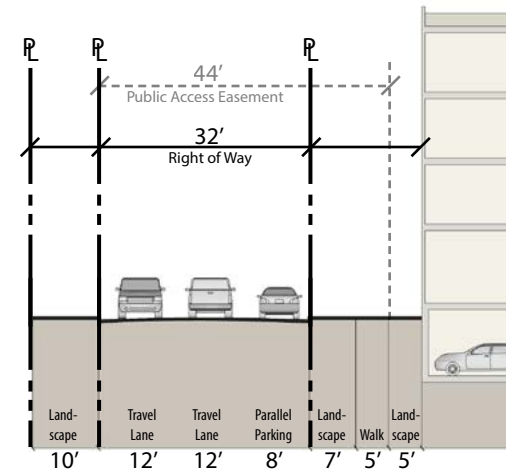


Figure 3-14: Section F - Neighborhood Street

3. SITE DEVELOPMENT STANDARDS

3.4 PARKING REQUIREMENTS

Parking within the Uptown Newport PC shall be provided along internal streets and within structured parking that is integrated with residential and retail buildings. On-street parallel and diagonal parking for visitors, public parks and short-term resident parking shall be provided along internal streets. Structured parking shall be provided for residential and retail uses, and may consist of subterranean or above-grade parking structures. Above-grade parking structures shall be encapsulated or lined with residential units or retail space. Refer to Sections 2.4 and 3.4.11 of the Uptown Newport Design Guidelines for parking design standards and considerations.

Parking requirements for implementing projects within the Uptown Newport PC shall be based on the standards set forth herein as part of the site development review process (see Section 4.2).

Parking requirements are based on gross floor area for retail/office/commercial uses and unit counts for residential units. Carts and kiosks for retail sales, covered or uncovered, shall not be included in the calculation of required parking. Accessory

TABLE 3-1: UPTOWN NEWPORT PARKING REQUIREMENTS

LAND USE	PARKING REQUIREMENT	
Residential (Rental)	Studio:	1.1 spaces per dwelling unit
	1 Bedroom:	1.5 spaces per dwelling unit
	2 Bedroom:	1.8 spaces per dwelling unit
	3 Bedroom:	2.0 spaces per dwelling unit
	Visitor Parking:	0.3 spaces per dwelling unit
Residential (Ownership)	Studio:	1.4 spaces per dwelling unit
	1 Bedroom:	1.8 spaces per dwelling unit
	2 Bedroom:	1.8 spaces per dwelling unit
	3 Bedroom:	2.0 spaces per dwelling unit
	Visitor Parking:	0.3 spaces per dwelling unit
Senior Housing	1 per unit	
Affordable Housing	0-1 Bedroom:	1.0 spaces per dwelling unit
	2+ Bedroom:	2.0 spaces per dwelling unit (Inclusive of handicap and guest parking)

Refer to Newport Beach Municipal Code for all uses not listed above.

uses for residential developments shall not be included in the calculation of required parking.

Residential parking requirements for Uptown Newport are shown in Table 3-1. Parking for retail, restaurant, commercial, and all other uses not included in Table 3-1, and the dimensions of parking spaces, shall not be less than required by NBMC.

Parallel and diagonal on-street parking is permitted on all internal streets and may be credited toward parking requirements for adjoining retail uses and guest parking requirements for adjoining residential uses. Parallel parking stall sizes shall conform to City of Newport Beach standards and will be permitted on one side of 32'-wide streets (paved section to face of curb) and both sides of a 36'-wide street (paved section to face of curb).

3.5 LANDSCAPING

Refer to NBMC for general landscape and irrigation plans and standards. Refer to Chapter 5 of the Uptown Newport Design Guidelines for landscape and hardscape design guidelines.

3.6 LIGHTING

Refer to NBMC for general exterior lighting standards. Refer to Chapter 5 and Section 3.4.9 of the Uptown Newport Design Guidelines for exterior lighting design guidelines.

3.7 RESIDENTIAL PARK, ON-SITE RECREATION & OPEN SPACE**3.7.1 Public Neighborhood Parks**

Two (2) neighborhood parks shall be provided within Uptown Newport. The neighborhood parks shall be improved, maintained, and accessible to the public at times. Each neighborhood park shall comply with the following standards:

1. 1.0 acre minimum in size, exclusive of adjacent parking spaces (cumulative total of at least 2.00 acres shall be provided);

2. 150 feet or more in dimension;
3. Surrounded by streets on at least two sides;
4. Linked to surrounding residential uses in its respective neighborhood by streets and pedestrian ways; and
5. Contains recreational amenities, which may include:
 - a. Active lawn area
 - b. Barbecue courtyard
 - c. Children's play area
 - d. Other amenities as deemed appropriate by the Community Development Director
6. Have posted a notification to users regarding proximity to John Wayne Airport and related aircraft overflight and noise.

3.7.2 Private Open Space

On-site private open space shall be provided in each building phase, individual residential building or complex. A total of 44 square feet of recreational areas shall be provided for each dwelling unit. These areas may include the following amenities:

1. Swimming pools/spas
2. Exercise facilities
3. Tennis courts
4. Basketball courts
5. Clubhouse rooms
6. Roof deck recreation areas
7. Community gardens
8. Barbecue courtyards
9. Passive gathering spaces
10. Other amenities as deemed appropriate by the Community Development Director

3.7.3 Private Balconies

Private balconies may be provided for residential units. Balconies above the ground level may encroach into required building setback areas by a maximum of two (2) feet into the Neighborhood Streets and four (4) feet into the Spine Street. Balcony encroachments into the Jamboree Road setback are not permitted.

3. SITE DEVELOPMENT STANDARDS**3.7.4 Recreational Open Space**

In addition to the public neighborhood parks, recreational open space shall be provided and shall be improved and maintained as common walkways or “paseos.” These areas shall be provided with recreational amenities that may include the following:

1. Sitting and social gathering spaces with outdoor furniture
2. Exercise stations
3. Water fountains, ponds and other such elements
4. Other amenities as deemed appropriate by the Community Development Director

3.8 PERIMETER WALLS AND FENCES

Walls and fences shall be provided along the perimeter of the Uptown Newport PC with the exception of along Jamboree Road. Perimeter walls and fences shall not exceed 6 feet in height. Interim walls built for the purposes of sound attention may exceed the 6 foot height limit, but shall be buffered by low walls and/or landscaping. Refer to the Uptown Newport Design Guidelines and Phasing Plan for design standards for interim walls and fences.

3.9 INFRASTRUCTURE

3.9.1 Grading

Grading will be conducted and undertaken in a manner consistent with the Uptown Newport Design Guidelines and Phasing Plan as well as applicable grading standards and ordinances of the City of Newport Beach.

3.9.2 Drainage

Drainage will be in accordance with the Uptown Newport Design Guidelines and Phasing Plan as well as applicable standards and ordinances of the City of Newport Beach. This will include approval and implementation of a Water Quality Management Plan that will incorporate Low Impact Development principles.

4. PLANNED COMMUNITY DEVELOPMENT PLAN IMPLEMENTATION

4. Planned Community Development Plan Implementation

4.1 MASTER SITE DEVELOPMENT PLAN REVIEW

A Master Developer will develop the Master Site Improvements as described in this Section 4 or depicted on Figure 4-1. The Master Site Improvements will be developed in two primary phases to coincide with the Uptown Newport Phasing Plan, and will provide for the cohesive development within the Uptown Newport PC. All Master Site Improvements in a phase shall be bonded for at the time of the grading permit for that phase. Individual building parcels will be developed by merchant builders, with development of

individual building sites subject to the Site Development Review process outlined in Section 4.2 herein.

Except as otherwise maintained by a public utility or agency, a Master Association for Uptown Newport shall be created and responsible for maintaining the Master Site Improvements upon acceptance of the completed improvements from the Master Developer. The Master Site Improvements will be maintained by the Master Developer until such time as the Master Site Improvements are accepted by either a public utility, public agency, or the Master Association.



Figure 4-1: Master Site Improvements

4. PLANNED COMMUNITY DEVELOPMENT PLAN IMPLEMENTATION

Master Site Improvements include the following:

1. Demolition, site preparation and rough grading;
2. Backbone storm drain system within the streets;
3. Sanitary sewer system within the streets;
4. Water distribution system within the streets;
5. Reclaimed water distribution system within the streets;
6. Street improvements, including street paving, curb and gutter, sidewalk, parkway improvements to the back of sidewalk;
7. Common area fencing and walls;
8. Neighborhood Park improvements for the two (2) public parks;
9. Landscape improvements within common areas, including: public street parkways to the back of sidewalk; project entries; Jamboree Road parkway and Class 1 and multi-use trail; Neighborhood Park landscape improvements; paseo landscape improvements;
10. Master street light and common area lighting improvements;
11. Dry utilities;
12. Master community signage.

A Master Site Development Plan shall be prepared to implement the Master Site Improvements within the Uptown Newport PC. The purpose of the Master Site Development Plan review is to ensure that the Uptown Newport site is developed consistent with the Uptown Newport Land Uses, Development Standards & Procedures, Design Guidelines, Phasing Plan, Development Agreement, applicable environmental mitigation measures, and applicable City Codes and standards, as well as to ensure that the Master Site Improvements are constructed and completed in a manner that provides for a complete and cohesive master plan.

4.1.1 Application

Review and approval of the Master Site Development Plan application shall be conducted by the City of Newport Beach Planning Commission in accordance with the procedures for a Major Site Review application outlined in NBMC, with the exception of proposed buildings. Proposed buildings within the Uptown Newport PC shall be evaluated in accordance with the Site Development Review process outlined in Section 4.2 herein.

Plans shall be prepared for the public and common area elements within the Uptown Newport PC, including streets. The Master Site Development Plan application shall include the following plans for the Uptown Newport project, with separate Master Site Plans prepared for both Phase 1 and Phase 2:

1. Preliminary grading plans;
2. Preliminary street improvement plans;
3. Preliminary master landscape plans and plant palette;
4. Preliminary public parks and paseo plans;
5. Preliminary master wall/fence plans;
6. Preliminary master lighting plan (street lights and common area lighting);
7. Preliminary master sign plan.

4. PLANNED COMMUNITY DEVELOPMENT PLAN IMPLEMENTATION

4.2 SITE DEVELOPMENT REVIEW

The purpose of the Site Development Review process is to ensure projects within the Uptown Newport PC are implemented consistent with the goals and policies of the General Plan, provisions of this document, Uptown Newport Design Guidelines, Uptown Newport Phasing Plan, Tentative Tract Map, the Development Agreement, applicable environmental mitigation measures, and consistent with the findings set forth below in sub-section 4.2.2.

4.2.1 Application

Approval of Site Development Review application by the Community Development Director shall be required prior to the issuance of a grading or building permit for the following:

1. New buildings
2. Neighborhood parks and paseos
3. On-site recreational amenities

Retail identification signs, tenant improvements to permitted buildings, kiosks, and temporary structures are exempt from the Site Development Review process and are subject to the applicable ministerial permits required by the NBMC.

No public hearing shall be required for a Site Development Review application; however, a public hearing shall be conducted prior to any decision on an application that includes a request for a Minor Use Permit or a Conditional Use Permit, or to adjust development standards. Notice of the public hearing shall be provided, and the hearing shall be conducted, in compliance with Chapter 20.62 (Public Hearings).

4.2.2 Findings

Consistent with the general purposes set forth in section 4.2, the Community Development Director may approve or conditionally approve a site development review application, only after first making the following findings:

1. The development shall be in compliance with all provisions of the Uptown Newport Planned Community Development Plan Land Uses, Development Standards & Procedures;
2. The development shall be consistent with the Uptown Newport Design Guidelines and Phasing Plan;
3. On-site landscaping that is not part of the Master Site Improvements shall be consistent with the master landscape plant palette.
4. The following criteria shall be considered during the review of a Site Development Review application:
 - a. Compliance with this Section, the General Plan, the Newport Beach Municipal Code, and other applicable criteria and policies related to the use or structure;
 - b. The compatibility in terms of bulk, scale, and aesthetic treatment of structures on the site and adjacent developments and public areas;
 - c. The adequacy, efficiency, and safety of pedestrian and vehicular access, including drive aisles, driveways, and parking and loading spaces;
 - d. The adequacy and efficiency of landscaping and open space areas and the use of water efficient plant and irrigation materials;
 - e. Not detrimental to the harmonious and orderly growth of the City, or endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed development.

4. PLANNED COMMUNITY DEVELOPMENT PLAN IMPLEMENTATION

4.2.3 Contents

The Site Development Review application shall be filed with the Community Development Department on the appropriate City application form, together with all required fees and/or deposit and all other information and materials specified by the Community Development Director for the specific type of application. The following plans or exhibits shall be required unless waived by the Community Development Director:

1. Site Plan clearly depicting existing conditions including adjacent structures and proposed improvements
2. Floor Plans
3. Elevations that clearly demonstrate the architectural theme of each face of all structures, including walls and signs, illustrating the following:
 - a. All exterior materials and manner of application
 - b. All exterior colors
 - c. Building heights
4. Plans and description of improvements for any on-site public and private recreational amenities and/or open space areas, including furnishings and signage.
5. Preliminary Landscape Plan, illustrating:
 - a. General location of all plant materials, by common and botanical names with photographs
 - b. Size of plant materials
 - c. Irrigation concept
6. Lighting Plan, including the location, fixture height, lighting fixture product type and technical specifications

7. An analysis, including any supporting documentation, of the project's consistency with the General Plan, Planned Community Development Plan Land Uses Development Standards & Procedures, Design Guidelines, and Phasing Plan
8. Any additional information, studies or materials that the Community Development Director deems necessary

4.2.4 Expiration

Any site development review approved in accordance with the terms of this planned community development plan shall expire within twenty-four (24) months from the effective date of final approval, as specified in Chapter 20.54 of the NBMC, unless at the time of approval the Community Development Director has specified a different period of time or an extension is otherwise granted.

4.2.5 Fees

The applicant shall pay a fee as established by Resolution of the Newport Beach City Council for each application for Site Development Review under this Planned Community Development Plan.

4.3 PLAN CHECK REVIEW

Working drawings for building permit issuances will be conducted by plan check review by City Staff in accordance with the procedures set forth by the Community Development Department.

4.3.1 Application

Application forms, plans, fees, and supporting application materials shall be submitted to the Community Development Department Building Division in accordance with the applicable submittal requirements of the Building Division.

5. Definitions

All words and phrases used in this Uptown Newport PC, as well as the supporting Design Guidelines and Phasing Plan, shall have the same meaning and definition as used in the City of Newport Beach Municipal Code unless defined differently in this section.

Accessory Use: A supporting use to a permitted use, also includes residential support uses such as leasing/sales/property management offices, fitness and recreation facilities, etc. Such supporting uses do not require a conditional use permit approval, are permitted by right and do not count towards the allowable 11,500 square feet of commercial space.

Architectural Features: A prominent or significant part or element of the design of a building, structure, or site. Such features must be an extension of the architectural style of the building in terms of materials, design and color. Examples may include, but are not limited to, turrets, towers, cupolas, etc.

Building Elevation: The exterior wall surface formed by one (1) side of the building

Building Height: Building height is measured from the corresponding point on the roof to the exterior finished grade. If the building is on a sloping surface, the height measurement is taken from the building entrance. Exceptions include but are not limited to below grade parking structures, motor courts, and retaining walls.

Developable Area: The total area of a site less the following:

- Publicly dedicated Rights of Way; and
- Any dedicated public Park areas.

Effective Date of the Uptown Newport PC: The date on which the Uptown Newport PC is approved by the Newport Beach City Council.

Eye Level: The height of 5 feet measured from grade.

Floor Plate: A floor of a building, as depicted by a floor plan, encompassing all building elements on the floor as defined by the exterior enclosing walls.

High-Rise: Any structure with a building height above 75 feet.

Kiosks: Carts and kiosks are small (75 square feet or less), freestanding facilities used for retail sales and services. Generally mobile in terms of ease of relocation, the structures can be seasonal, temporary or for a more permanent use.

Master Association: A California nonprofit public benefit corporation, formed pursuant to the California Nonprofit Public Benefit Corporation Law to manage and operate community and public property within Uptown Newport. The Master Association is an "association" as defined in Section 1351(a) of the California Civil Code. The Master Association is an association of all the member associations to manage the common elements within Uptown Newport shared by member associations.

Master Site Improvements: Any structure or other work of improvement within the public or common areas within the Uptown Newport Planned Community, and any appurtenance thereto, including streets, parks, landscaping, irrigation equipment, paved areas, surface finishes, signs, light fixtures, driveways, walkways, walls, utilities, public services, drainage facilities, and all other fixtures attached to the land and work required in order to install such facilities. The Design Guidelines may, but are not required to, identify additional items that are Improvements.

Master Developer: The Master Developer is responsible for managing the development and disposition of the site from initiation to final build-out, overseeing site preparation and infrastructure development, and asset management. The master developer may or may not be involved in construction of buildings.

Master Site Development Plan: Master Site Plan means the Master Site Development as depicted in Figure 2-2 of the Uptown Newport Design Guidelines and described in Section 4 of this document.

NBMC: Newport Beach Municipal Code

Neighborhood Park: A lot or area of land set aside, designated, dedicated, or reserved for public use or enjoyment designed and accessible for outdoor living, active or passive recreation, pedestrian access, or landscaping.

Parking Structure: Structures containing more than one story principally dedicated to parking. Parking structures may contain Accessory Uses.

Pedestrian Ways: Any walkway, path, plaza, arcade or corridor, either covered or open to the sky, which is primarily for use by people on foot.

Podium: A superposed terrace conforming to a building's plan, a continuous pedestal.

Rooftop Appurtenance: Rooftop appurtenances include, but are not limited to, non-habitable mechanical equipment, stairwell and elevator shaft housing, antennae, window washing equipment, and wireless communication facilities.

Streets: Those areas designated for vehicular circulation including public access easements within Uptown Newport as specified in Section 3.3.1 of this document.

Attachment No. PC 2
Revised Phasing Plan



UPTOWN NEWPORT

Planned Community
Development Plan

Phasing Plan

Uptown Newport LP
January 25, 2013

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CHAPTER 1

Introduction

Phasing Plan

1.1 PURPOSE AND INTENT

The Uptown Newport Phasing Plan outlines the phasing of the proposed development within the Uptown Newport Planned Community Development Plan (Uptown Newport PC), and is intended to be used as a general guide for the planning and implementation of the phased development within the Uptown Newport PC.

New residential and commercial development within the subject property shall be subject to the Uptown Newport PC Land Uses, Development Standards & Procedures and Design Guidelines. Existing on-site land uses are allowed to continue as nonconforming uses in compliance with Newport Beach Municipal Code (NBMC) Chapter 20.38 and the Uptown Newport PC.

1.2 PHASING SUMMARY

The Uptown Newport project will include redevelopment of the 25-acre property into a high-density mixed-use residential project. Up to 1,244 residential units, 11,500 square feet of retail, and 2 acres of park space are planned as part of the project. The plan calls for the approximate 25-acre site to be configured with a pattern of streets and development areas that provide a pedestrian-friendly environment, with strong connectivity to adjacent commercial/office areas.

The project is anticipated to be developed in two primary phases. Phase 1 will include demolition of the existing single-story office building at 4311 Jamboree (the "Half Dome Building"), and development of the

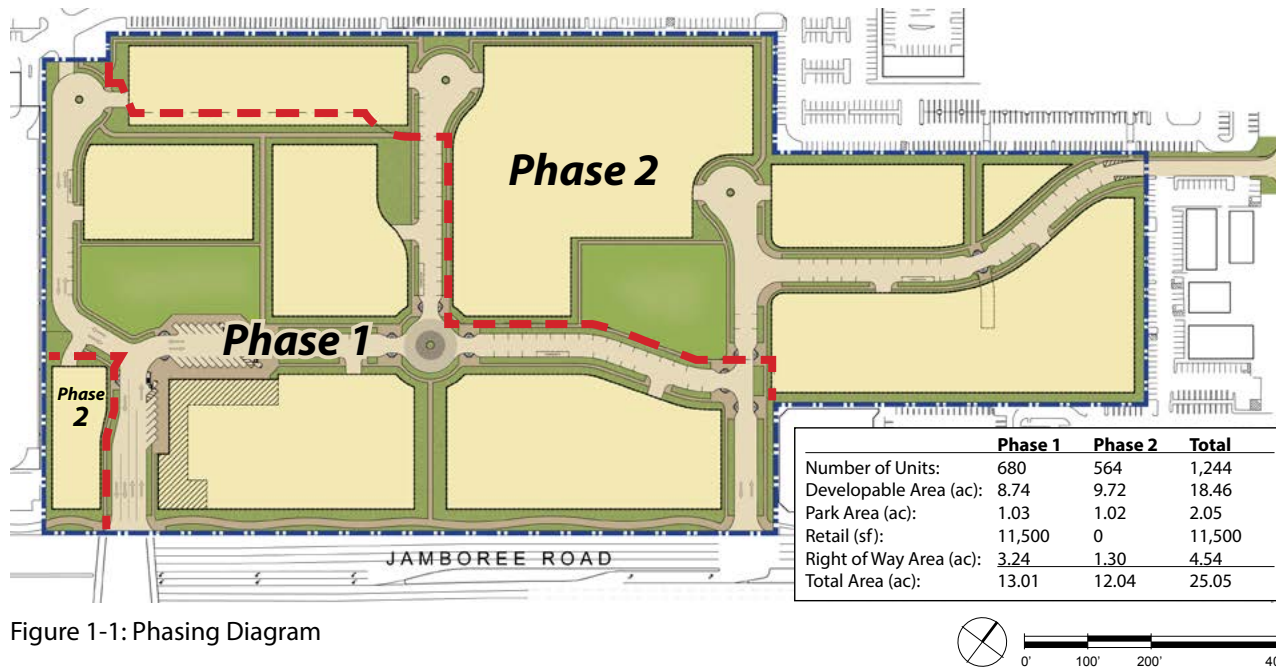


Figure 1-1: Phasing Diagram

1. INTRODUCTION

westerly portion of the property, including the frontage along Jamboree Road. Phase 1 development will include approximately 680 units and 11,500 square feet of retail, and is projected to commence in 2014 with build-out of Phase 1 through 2017.

The number of units developed within Phase 1 or Phase 2 may be less than or greater than the number of units specified herein provided that the units are allocated to the site through replacement of existing office or industrial uses, additive units, affordable housing units, or affordable housing density bonus units.

The minimum number of units at build-out of the project shall not be less than 30 dwelling units per acre based on the net developable acreage shown on the final map. Units not developed as part of Phase 1 will be available for Phase 2 development. The minimum and maximum number of units by phase is shown on Table 1-1.

Table 1-1: Units by Phase

	Minimum	Maximum
Phase 1	350	680
Phase 2	350	564
Total	700	1,244

The TowerJazz semiconductor facility is an existing semiconductor chip manufacturing facility that operates on the Uptown Newport property. The operation of TowerJazz may continue as an interim use within the Uptown Newport PC. In accordance with the Uptown Newport PC, interim light industrial uses shall cease to be an allowed use after March 12, 2027.

Phase 2 will include demolition of the TowerJazz building and development of approximately 564 units on the easterly portion of the property. Development of Phase 2 is anticipated to commence in the spring of 2017 with build-out through 2021. Timing for Phase 2 development is contingent on the existing lease of the TowerJazz building, which is currently set to expire in March 2017, but has the option to extend to 2027.



Figure 1-2: Phase 1 Spine Street with TowerJazz building

CHAPTER 2

Phase 1 Demolition

Phasing Plan

2. PHASE 1 DEMOLITION

2.1 DEMOLITION

Phase 1 will include demolition of the existing building at 4311 Jamboree Road (the “Half Dome” building). The Half Dome building is a 126,675 square foot single-story commercial building that is used for office, light industrial, storage, and café services (Figure 2-1). The TowerJazz building and associated mechanical equipment located at 4321 Jamboree Road along the northern property boundary are planned for demolition in Phase 2 development and will remain in operation during development of Phase 1. The existing SCE substation, located at the northwest corner of Fairchild Road and Jamboree Road, will remain during Phase 1. This area will be developed as part of Phase 2.

Phase 1 demolition activities involve: removing equipment, furniture and machinery from the Half Dome building; abating asbestos and lead-based paint as needed; decommissioning of utilities serving the Half Dome building; demolishing and removing the Half Dome building, removing foundations and footings; and removing above-ground storage tanks (ASTs). Utilities and piping serving the Half Dome building would also be removed, cut or capped. The asphalt parking lot, light fixtures, and landscaped islands will be removed. Asphalt, concrete, metal, and other demolition materials will be considered for recycling either on or off-site.

In addition, the existing 2,200 gallon liquid ammonia tank that is currently located in between the two existing on-site buildings will be relocated at least 200 feet from residential buildings within Phase 1.

2.2 SITE PREPARATION

Site preparation in Phase 1 will require the removal of any unsuitable fill material, stockpiles, vegetation, and organic or non-organic materials resulting from the demolition and clearing/grubbing operation.

Based on the previous investigations, development of Phase 1 will not encroach within the area of known environmental impacts, and does not pose unacceptable health risks to future residents. A Human Health Risk Assessment (HHRA) has been prepared for Phase 1 to evaluate the potential for environmental health risks associated with the known environmental impacts at the site. The HHRA has been approved by the Regional Water Quality Control Board (RWQCB) and no further remediation is required within Phase 1.



Figure 2-1: Half Dome building

CHAPTER 3

Phase 1 On-Site Improvements

Phasing Plan

3. PHASE 1 ON-SITE IMPROVEMENTS

3.1 GRADING AND EARTHWORK

The grading operation will involve the cutting and filling of the site to establish building pads, roadway sub-grades and park areas at elevations shown on a City-approved grading plan. At the completion of site preparation, zones of loose unsuitable materials, if any, will be identified. It may be necessary to remove the soils in these localized areas to a greater depth than the overall recommendation. Areas to receive fill and those areas under buildings and roadways will require over-excavation to remove and compact existing soils prior to placing any fill, as recommended in the geotechnical report.

Grading and earthwork for Phase 1 will require interim slopes and/or retaining walls along the interface with the TowerJazz building and its associated mechanical equipment areas. These interim slopes and walls will subsequently be removed with the grading of Phase 2.

Grading will be designed to optimize the balance of cut and fill, in both phases of the site development. The design of the grading anticipates the likelihood of subterranean parking levels beneath the proposed buildings. Material excavated to establish the subterranean pad envelopes will be used as fill to bring site grades up to elevations that are planned to be several feet above existing grades (see Figure 3-1).

Generally, the grading is designed such that the first floor elevations of the residential buildings are two to four feet above the surrounding street grades. The grading concept illustrated in Figure 3-1 is based on one level of subterranean parking within the larger building envelopes.

The grading plan is designed to balance cut and fill materials from the grading operation. Grades will be adjusted during final design to minimize the need to import or export soil during grading operations to the extent practical. However, final building design and grades may create the need to import or export soil from the site.

An export situation could occur to the extent that these building envelopes have a second level of subterranean parking. Should all of the larger envelopes in Phase 1 have two levels of subterranean parking, then the cut volume would increase by approximately 90,000 cubic yards, much of which would have to be exported from the site. Excess cut material will be transported to locations and by routes approved by the City traffic engineer.

3. PHASE 1 ON-SITE IMPROVEMENTS

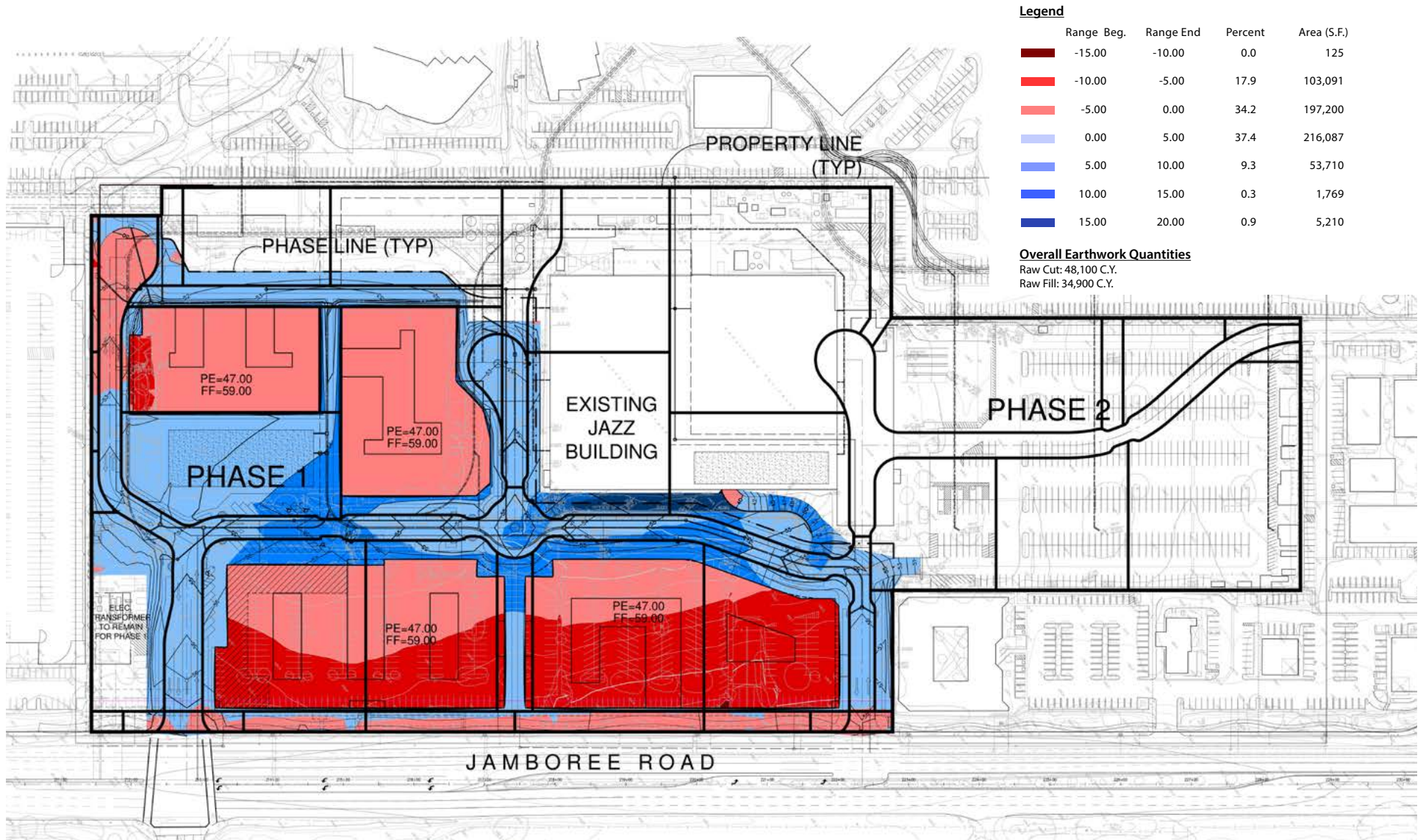
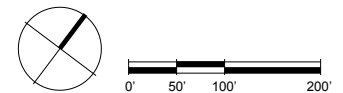


Figure 3-1: Phase 1 Earthwork with 1 Subterranean Parking Level

Note: some building typologies may require 0 or 2 subterranean parking levels, in which case overall earthwork quantities will be impacted



3. PHASE 1 ON-SITE IMPROVEMENTS

3.2 UTILITIES AND DRAINAGE

3.2.1 Water

The proposed on-site water system will consist of a network of underground mains that in Phase 1 will have at least two connections to an existing Irvine Ranch Water District (IRWD) line in Jamboree Road. The Phase 1 system will include connections to supply both domestic and fire protection water service to the TowerJazz facility (see Figure 3-2). The on-site water system will be designed and installed in accordance

with IRWD standards so that upon completion of construction it may be turned over to IRWD for operation and maintenance. Appropriate easements will be granted to IRWD for these facilities.

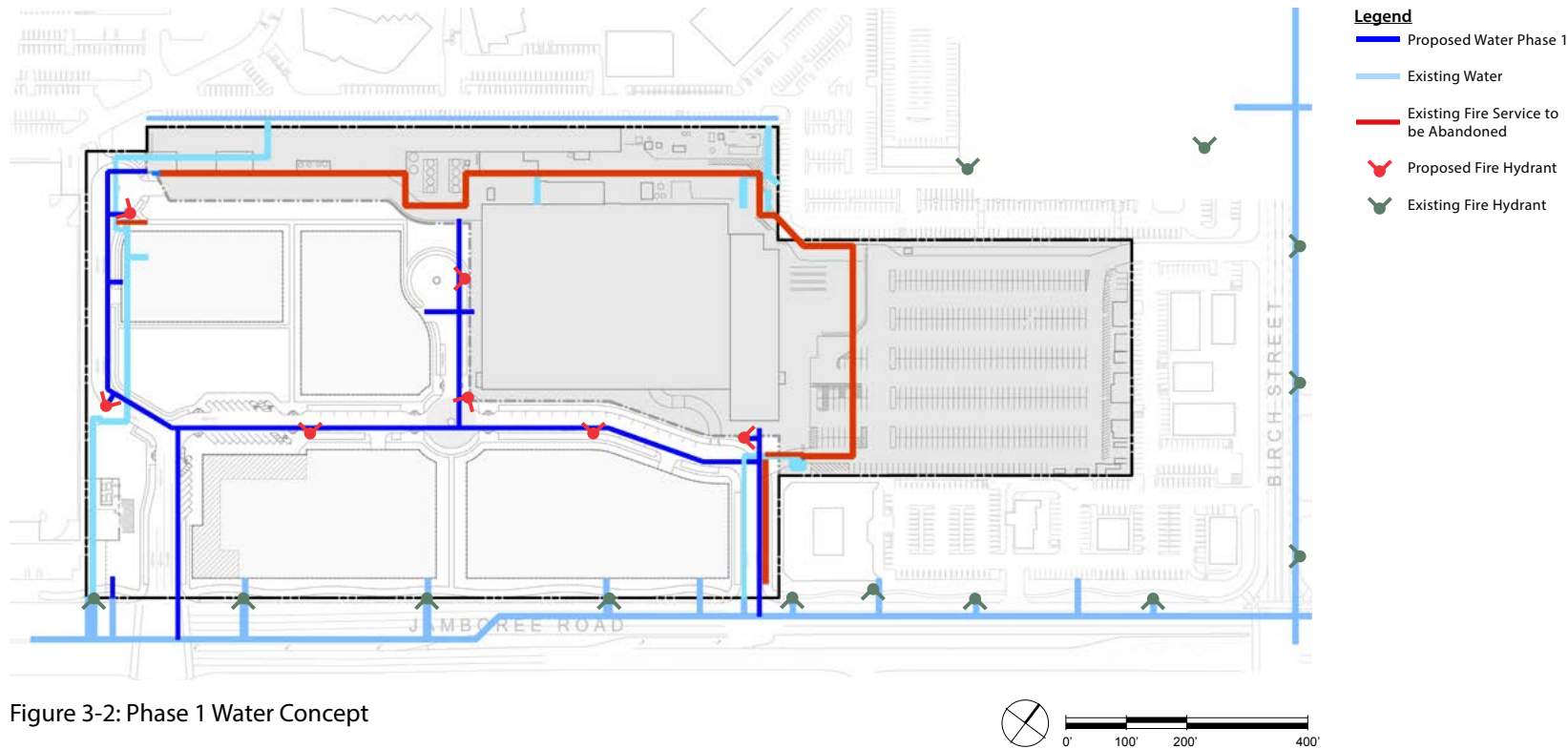


Figure 3-2: Phase 1 Water Concept

3. PHASE 1 ON-SITE IMPROVEMENTS

3.2.2 Sewer

The sewer system has been designed to take advantage of existing City and Orange County Sanitation District (OCSD) facilities that currently serve the site. To the extent possible, the proposed on-site sewer system will be located within the site roadway system. The design of the sewer system for Phase 1 must take into account the need to provide continued service to the existing TowerJazz building. In that regard, it is anticipated that elements of the Phase 1 sewer system will connect on an interim basis to existing lines within the TowerJazz area (See Figure 3-3).

Because the TowerJazz facility produces a significant daily discharge (up to 1.0 mgd) to the public sewer system, it is important that the design of the Phase 1 sewer system include an evaluation of the capacities of the downstream City and OCSD facilities. Since multiple options are available for connecting to the public system, the choice of which connection(s) to tie into should be based on available downstream capacity as well as the physical location and elevation of the point of connection.

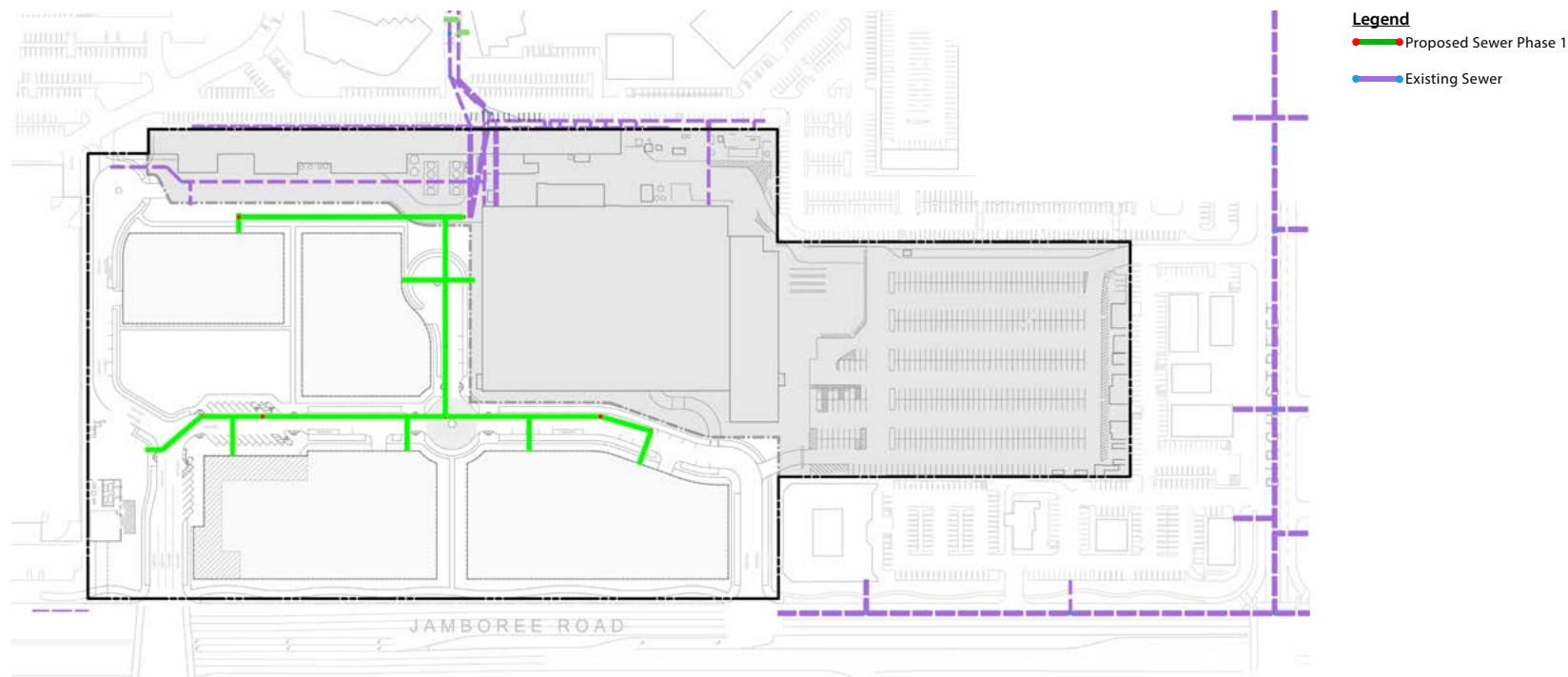


Figure 3-3: Phase 1 Sewer Concept

3. PHASE 1 ON-SITE IMPROVEMENTS

3.2.3 Drainage & Water Quality

Runoff from the site is currently conveyed by underground storm drains to the existing drainage ponds along Von Karman Avenue to the northwest of the property. The proposed on site storm drain system will consist of a system of underground pipes that will convey storm water runoff to the existing downstream off-site system using several points of connection along the northwest side of the site. Since the existing on-site underground storm drain system conflicts with locations of the proposed buildings, this system will be sequentially removed and replaced with the new system. Because the proposed project will have more

vegetated open space areas than currently exists on the site, the amount of post-development runoff will be less than existing.

Within the Phase 1 development area, existing underground lines will be removed during site preparation and grading. A new underground system will be installed to serve the proposed development. The proposed storm drain system for Phase 1 will tie into existing storm drain lines within the TowerJazz mechanical equipment area. The conceptual Phase 1 storm drain system is illustrated in Figure 3-4.

The proposed project is designed to comply with the requirements of the adopted North Orange County MS4 Permit that regulates storm water discharges pursuant to the National Pollution Discharge Elimination System (NPDES). A preliminary Water Quality Management Plan (WQMP) has been prepared for Uptown Newport. A final WQMP will be prepared during final design. The WQMP identifies the measures to be implemented in each of the two phases of development to minimize the effects of urbanization on stormwater runoff quality and quantity.

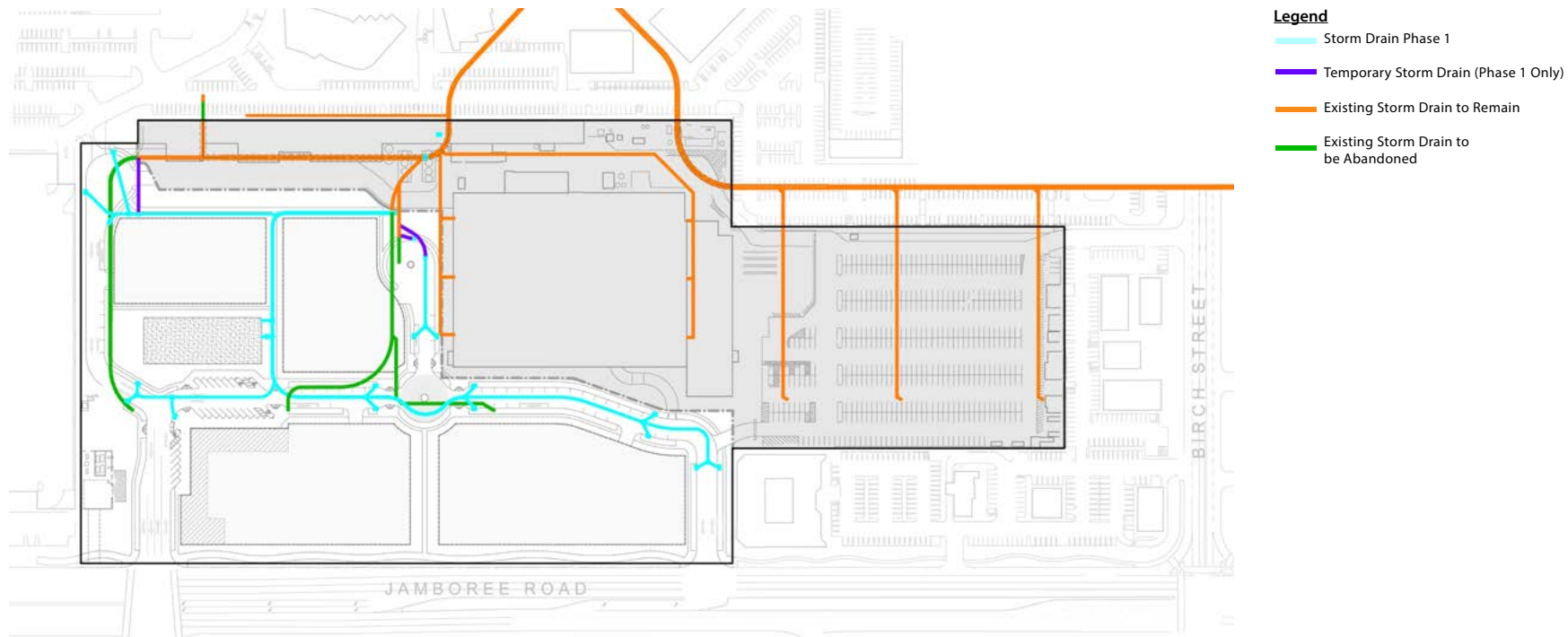


Figure 3-4: Phase 1 Storm Drain Concept

3. PHASE 1 ON-SITE IMPROVEMENTS

The implementation of the WQMP will be sequenced by phase such that in Phase 1, the BMP's will be sufficient to adequately treat the area developed in that phase. When the balance of the site is developed in Phase 2, the remainder of the BMP's will be installed to treat the additional area of development. To the extent possible, the master developer should provide BMP's for the design capture volume for the site. However, it may be necessary for merchant builders to treat runoff from their respective pad areas.

For the construction phase of the project, a Storm Water Pollution Prevention Plan (SWPPP) will be prepared prior to grading activities. This plan will specify the BMP's to be deployed during grading and construction of the project to minimize deleterious effects on the quality of stormwater runoff from the project.

Best Management Practices (BMP's) will include infiltration with bioretention in landscape and park areas, planter boxes with underdrains, vegetated filter strips, and proprietary treatment systems. The downstream ponds in Koll Center Newport will provide further water quality treatment through aeration and settlement of silt and sediments.

3.2.4 Dry Utilities

The site is currently served by existing 66kV electric lines that run along the northerly side of Jamboree Road and the existing Southern California Edison (SCE) substation located at the southwesterly corner of the site at the intersection of Jamboree Road and Fairchild Road. The 66kV electric service is stepped down to 12kV electric service at the substation and currently serves the Half Dome and TowerJazz Buildings as well as equipment operated by TowerJazz Semiconductor.

The existing 66kV electric lines will continue to serve the property for Phase 1. Electric service for the Phase 1 development will feed off of the existing 66kV distribution line along Jamboree Road and will be distributed through Phase 1 in underground distribution lines. Electric transformers serving Phase 1 are anticipated to be incorporated into the proposed building structures or buffered from view to the public.

The SCE substation will also remain in service during development of Phase 1, but will only serve the TowerJazz building and TowerJazz equipment. The SCE substation will be screened with landscaping in accordance with the Uptown Newport PC and Design Guidelines.

Natural gas is provided to the site by the Southern California Gas Company by an existing 8" natural gas line located in Jamboree Road. Natural gas service for Phase 1 development will continue to be served from the existing gas line located in Jamboree Road.

AT&T phone service and Cox Communications fiber optic service are available in Jamboree Road along the frontage of Phase 1 development.

3. PHASE 1 ON-SITE IMPROVEMENTS

3.3 VEHICULAR CIRCULATION

The internal circulation system to serve Phase 1 will include two intersections with Jamboree Road. The southerly intersection will be located at the present location of the existing signalized entry opposite Fairchild Road. At the northerly intersection there will be both right-turn and left-turn ingress from Jamboree Road. Egress will be right-turn-only to Jamboree Road. Left turn egress will be prevented by signage and a raised median in Jamboree Road. This intersection will not be signalized.

The on-site roadway system will be privately owned and maintained, but open to the public. Driveways off the roadways in Phase 1 will provide direct access to parking within each building envelope. Street parking will be available in designated locations. Roadway widths, turning radii, and turn-around dimensions will be designed to accommodate truck movements and fire equipment.

The Phase 1 roadway system will include a gated connection to the TowerJazz parking area. In the southwest corner of the site, the Phase 1 roadway will

provide gated access to the TowerJazz equipment yard and emergency vehicle access to the Koll property. The Phase 1 system will also provide vehicular access to the SCE substation at the south end of the property.

The existing emergency vehicle access to and from the Koll Center Newport property in Phase 1 as depicted in Figure 3-5 and 6-5 shall be preserved in perpetuity. This connection through Koll Center Newport to Von Karman Avenue may be expanded to allow for future public access for pedestrians, bicycles, and vehicles in the future.

3.4 PEDESTRIAN & BICYCLE CIRCULATION

Phase 1 pedestrian circulation will be provided through a sidewalk system on each side of the Spine Street and Neighborhood Streets. These paths, as well as paseos between buildings and around the park, will connect the residential buildings with the on-site retail, the park, and all off-site adjacencies. Bicycles will be permitted on all streets and paseos within the Uptown Newport PC. The TowerJazz facility will maintain its northwest building entrance and will be accessible from the Uptown Newport pedestrian circulation system. The Class I pedestrian and bicycle trail will be constructed along the project frontage on Jamboree Road as part of the master site improvements for Phase I.

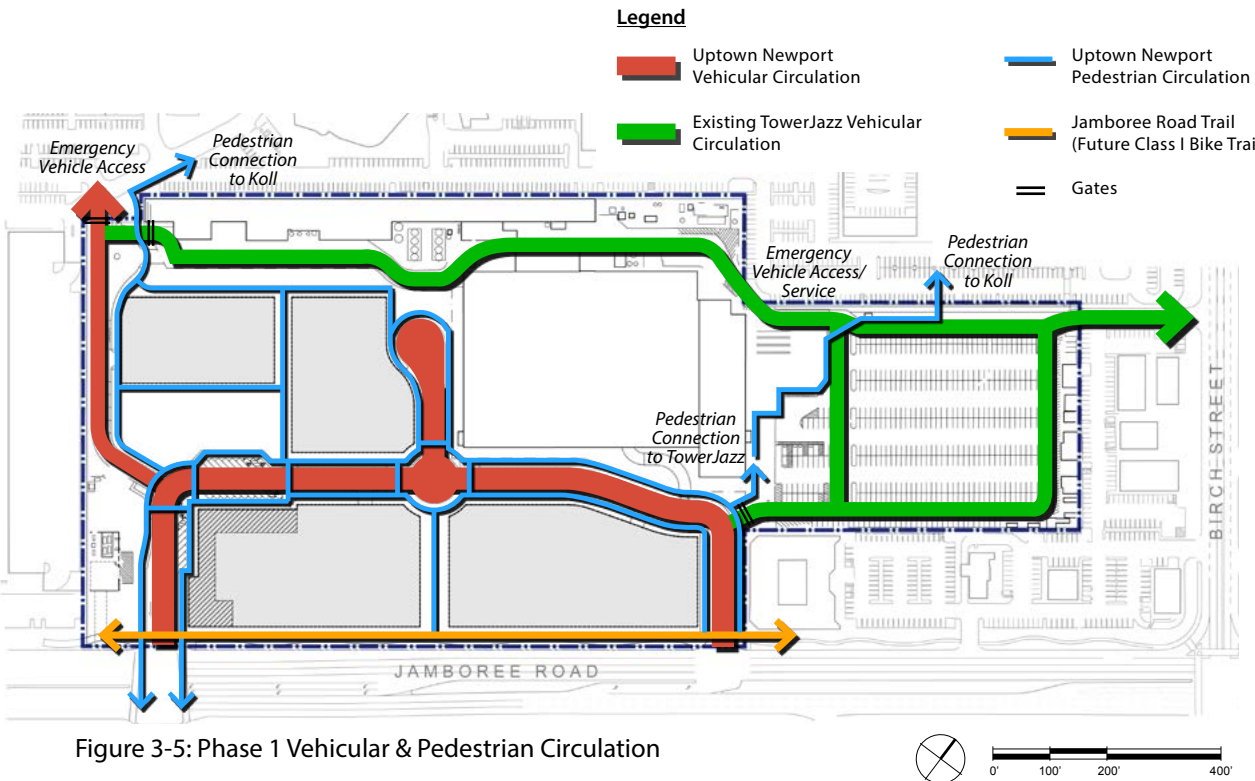


Figure 3-5: Phase 1 Vehicular & Pedestrian Circulation

3. PHASE 1 ON-SITE IMPROVEMENTS

3.5 PHASE 1 CONCEPTUAL LANDSCAPE MASTER PLAN

The Phase 1 Conceptual Landscape Master Plan will implement the master landscape improvements within the Uptown Newport PC, including: Jamboree median and parkway landscaping; entry landscaping and monumentation; landscaping along Phase 1 project streets to the back of sidewalk; electric substation landscape screening; Phase 1 park landscaping and improvements; paseo improvements within Phase 1;

perimeter walls and fences within Phase 1, and; interim landscaping and walls/fences associated with interim slopes and edge conditions. Refer to Figure 3-6 for the Phase 1 Conceptual Landscape Master Plan.

Construction phasing from Phase 1 to Phase 2 will include interim edge conditions such as interim slopes, interim landscaping, and interim walls and fences. These interim improvements have been designed to integrate and be consistent with the design of the overall Master Site Development Plan for the Uptown Newport PC,

and will be designed to reflect the quality and character that is reflective of permanent improvements. Careful attention to these conditions during the design stage of the Uptown Newport project will insure a successfully phased community. Proper studies of temporary walls and fencing, landscape hedge treatments, walks and lighting with a vision for the ultimate finished condition at build out, and minimizing hardscape demolition of Phase 1 improvements will be implemented during the design phase.



Figure 3-6: Phase 1 Conceptual Landscape Master Plan

3. PHASE 1 ON-SITE IMPROVEMENTS

3.5.1 Entry Drives

The transitional landscape along the entry drive adjacent to the existing electrical substation will be planted with dense evergreen trees and a screen wall in order to block views of the existing substation from the entry drive experience. Additional green areas in front of and behind the substation will be incorporated into the entry landscape design as open spaces, featuring passive turf lawns and trees located in-between the screen trees and the back of walk will enhance the area immediately surrounding the substation.

Within the parkway, Date palm trees with colorful vines and ground covers will be used to enhance the project entry experience. Buildings are designed to be approximately 2'-3' above the Jamboree Road center line elevation.



Figure 3-7: Existing SCE Substation

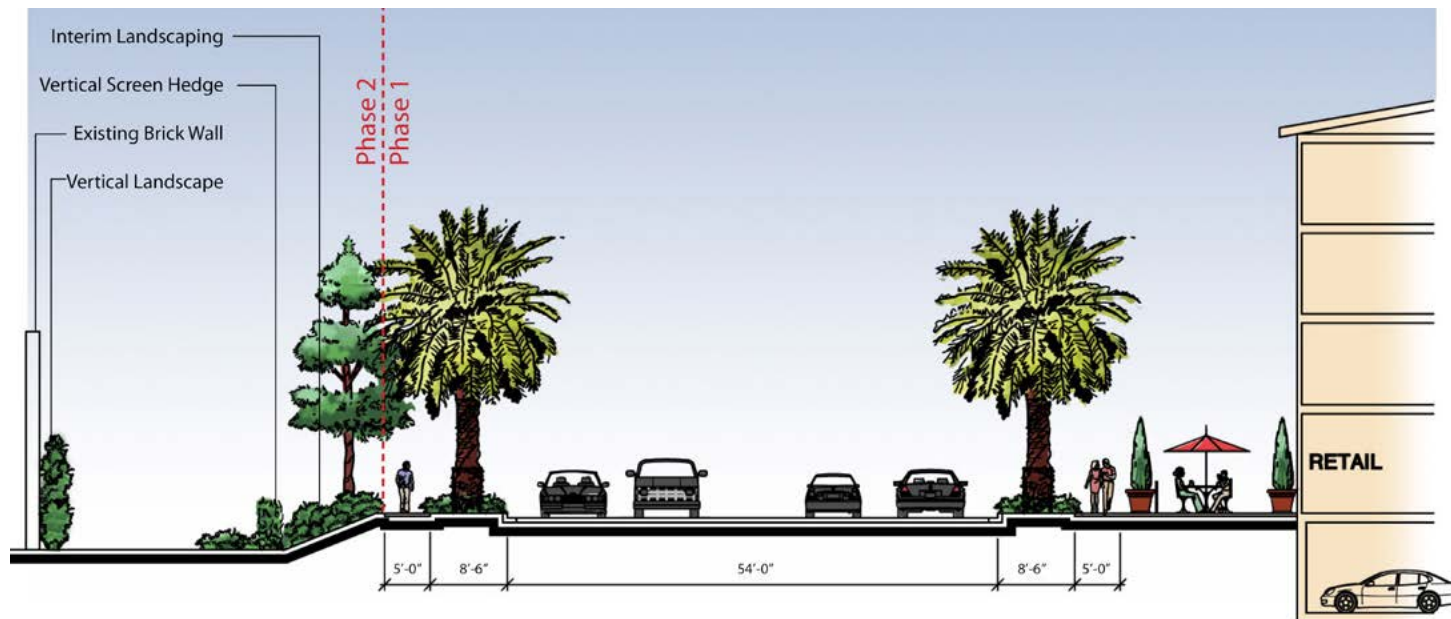
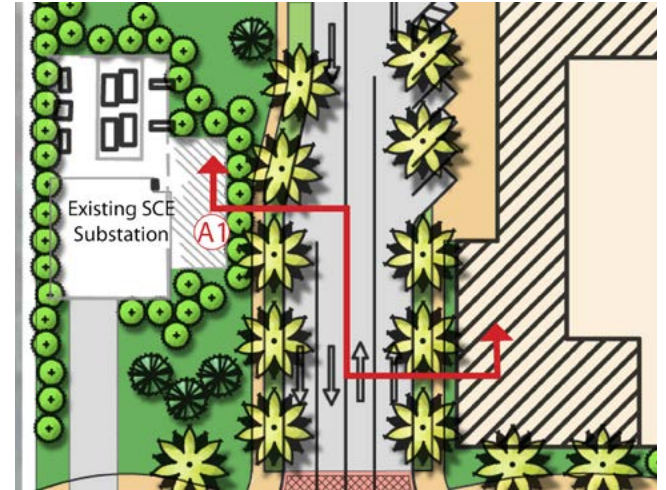


Figure 3-8: Section A1 - Entry Drive

3. PHASE 1 ON-SITE IMPROVEMENTS

3.5.2 Spine Street

The transitional landscape adjacent to the existing TowerJazz building will be planted with low shrubs and a screen wall or fence in order to screen and soften views of the existing TowerJazz building from the street experience. The narrow landscape area between the back of walk and the retaining wall will provide opportunities to add pockets of green space and enhance the landscaping in front of the TowerJazz building on one side. Within the Spine Street parkway, the street tree pattern is formal with alternating skyline palms and large evergreen canopy trees.

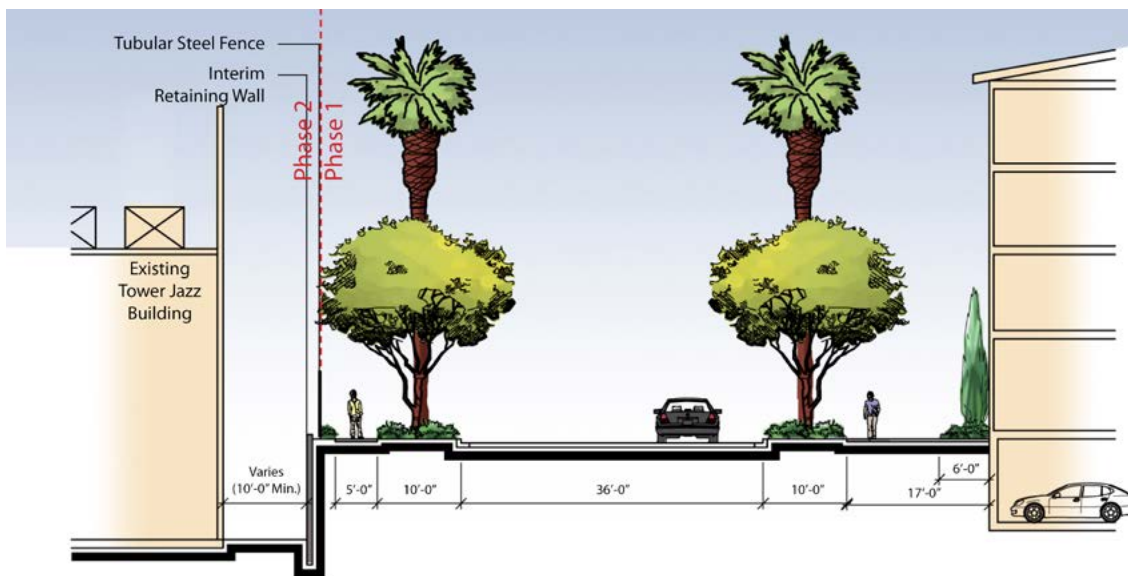
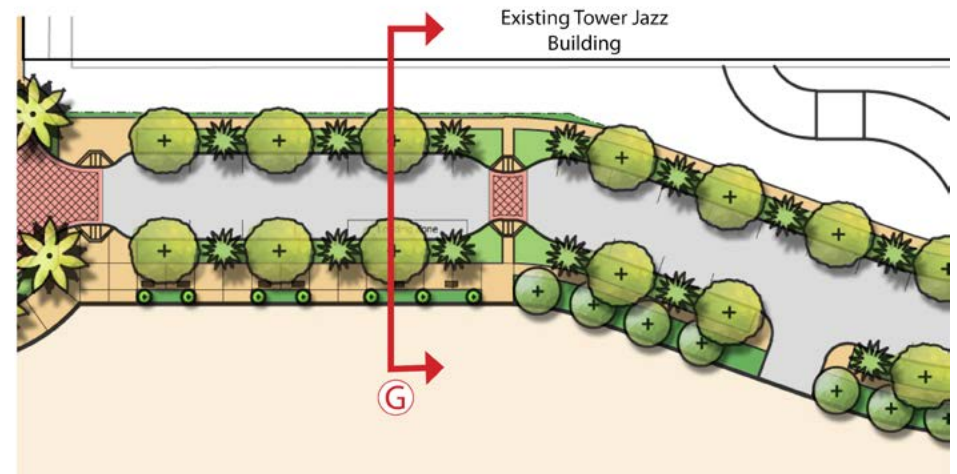


Figure 3-9: Section G - Spine Street



Figure 3-10: Existing TowerJazz Building

3. PHASE 1 ON-SITE IMPROVEMENTS

3.5.3 Community Buffers / Edges

The interim landscape in-between the neighborhood street and the existing TowerJazz building will feature a screen wall or fence in order to screen views of the existing TowerJazz building from the street experience. Within the neighborhood street parkway, the street tree pattern is formal with canopy trees. The interim landscape within the paseo adjacent to the existing TowerJazz Mechanical Equipment Area will be constructed with walkway access in the center of the 30 foot landscape setback area. This walk will be utilized for pedestrian circulation and emergency access. The paseo trees in this area will be formal evergreen trees. An interim screen wall with evergreen screen trees will be included in order to buffer views and transition grade to the existing TowerJazz site.

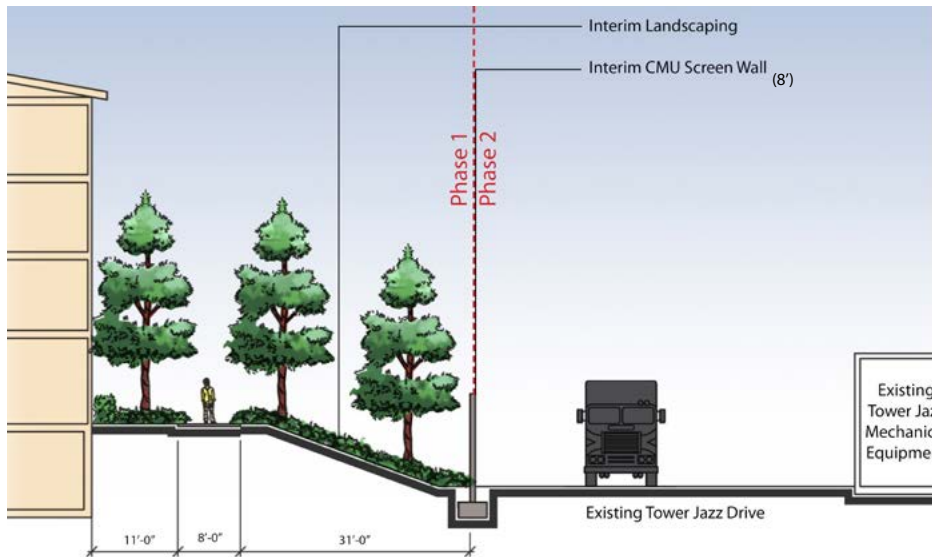
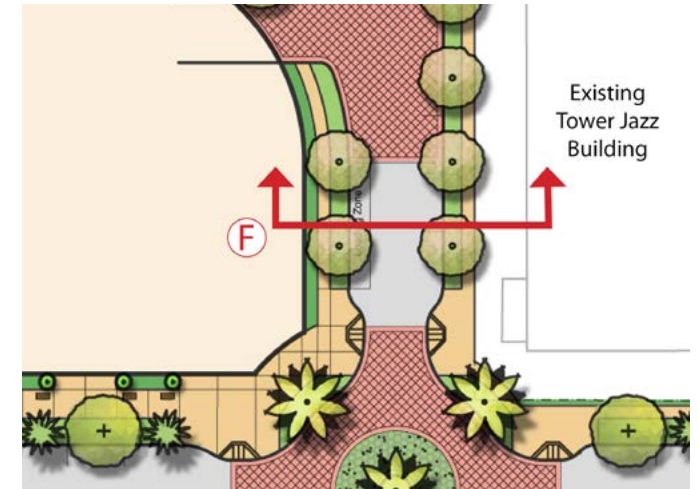
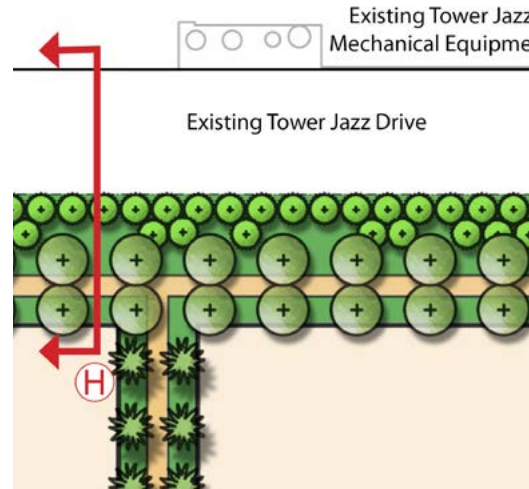


Figure 3-11: Section H - Buffer at Property Line

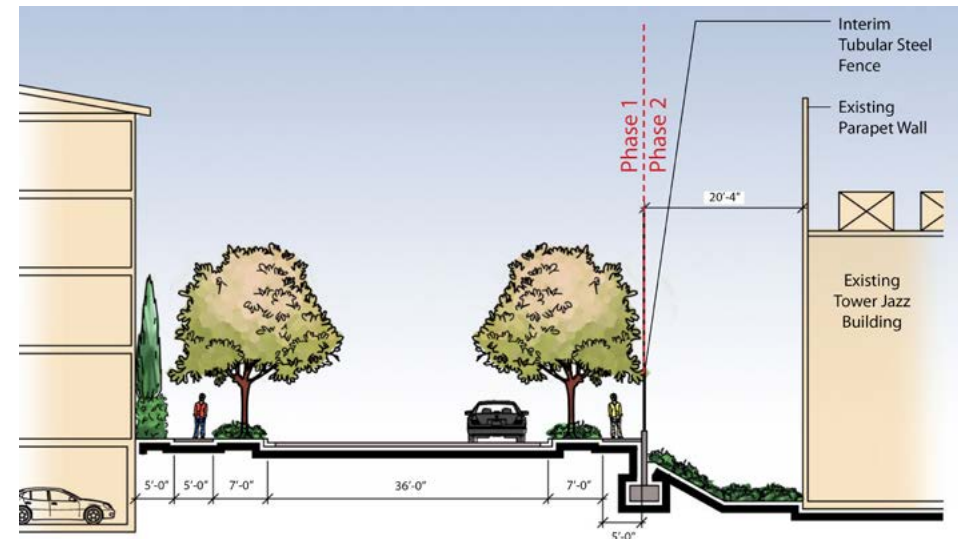


Figure 3-12: Section F - Buffer at Phase Line

3. PHASE 1 ON-SITE IMPROVEMENTS

3.5.4 Walls and Fencing

Phasing of the project will influence the interim wall and fencing solutions at adjacent existing land uses. Phased grading transitions that tie into existing land uses will be utilized and would be reconstructed during the project build-out phase. Monument walls will be located at the two entries to the project with signage identification. Wall character will be consistent with the adjacent architectural style. The project will have one fence design used throughout all parcel areas. Vehicular gates will be located at access points to the TowerJazz

site. The wall along the TowerJazz building will reduce noise and screen views from the adjacent first levels of the residential development. Additionally, walls and sound attenuating materials will be installed in between the TowerJazz site and the Phase 1 development to reduce noise from the TowerJazz operation.

Screen wall materials are to be made of concrete masonry units with a split face or enhanced finish to match the adjacent buildings. Interim retaining walls in between existing structures and the Phase 1

development are to be constructed utilizing a retaining wall system and are to be removed during the project build-out phase, where applicable. Security fencing is to be tubular steel with a painted metal finish. Wall and fence locations are shown on Figure 3-13. Final heights and locations for the Walls and Fencing will be refined in the master development design.

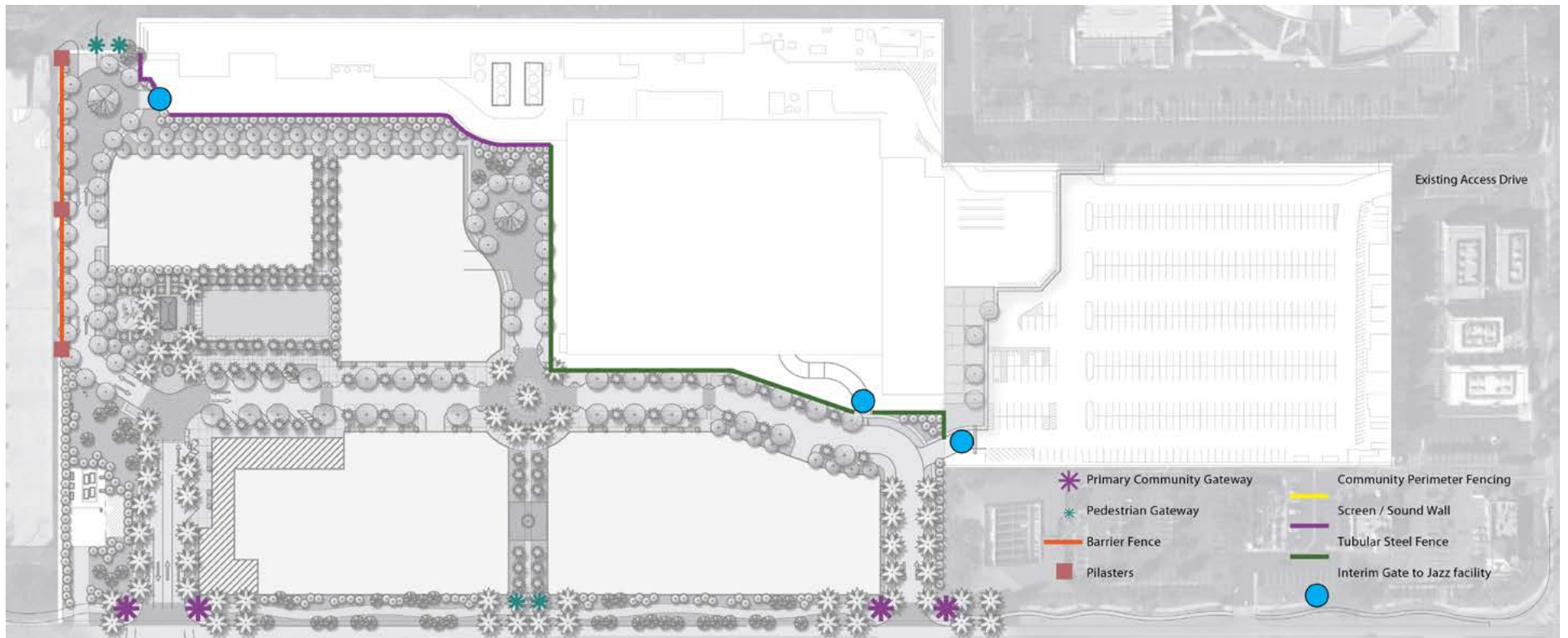
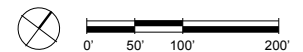


Figure 3-13: Walls and Fencing Concept



4. PHASE 1 OFF-SITE IMPROVEMENTS

4.1 JAMBOREE STRIPING

The project proposes to maintain the same lane widths and overall pavement width along Jamboree Road in the westbound (or southbound) direction along the project's frontage as currently exists immediately west of Birch Street. This would result in a 14 foot #1 travel lane (or outside lane adjacent to the raised median), two 12 foot travel lanes, and a 14 foot #4 travel lane. In order for the #4 travel lane to align with the #4 receiving lane west (or south) of Fairchild Road, a transition distance of 350 feet would need to occur based on the posted speed to widen the outside travel lane to the requisite 21 feet at the intersection of Jamboree Road and Fairchild Road. This re-striping concept would not reduce the number of through travel lanes along Jamboree Road in the westbound (or southbound) direction, and would allow for a longer and wider landscaped median area along the project's frontage.

4.2 JAMBOREE WATER

The water system improvements beyond the project property line will consist of connections to the existing IRWD water main in Jamboree Road. There will be two such connections that will enable the IRWD system to be extended into the site. The off-site work may also include the service connections for the buildings that will front on Jamboree Road.



Figure 4-1: Existing Striping on Jamboree Road

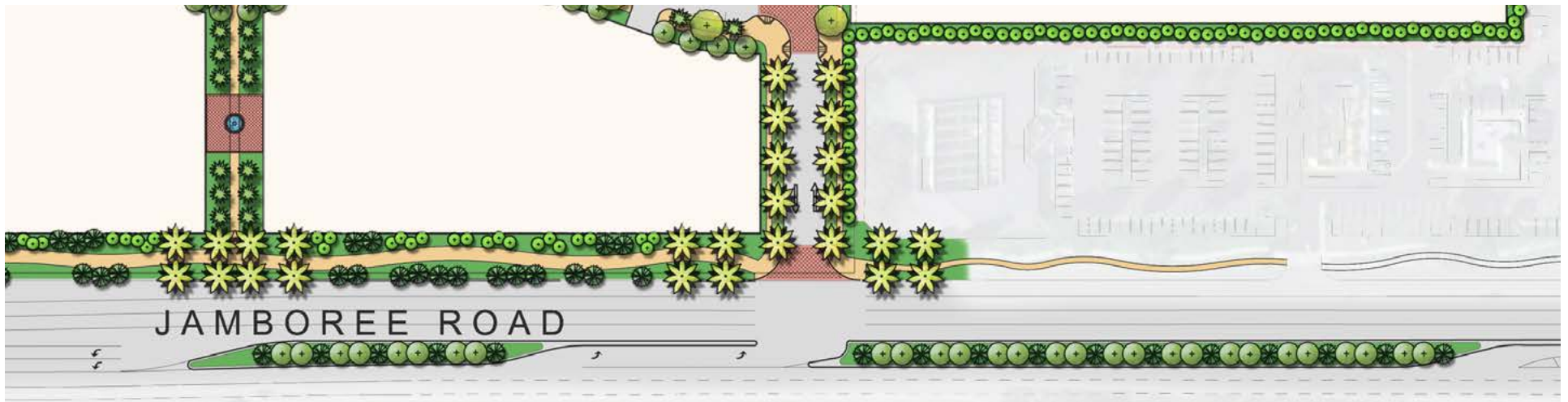


Figure 4-2: Jamboree Striping Plan

CHAPTER 5

Phase 2 Demolition & Remediation

Phasing Plan

5. PHASE 2 DEMOLITION & REMEDIATION

5.1 DEMOLITION

Phase 2 will include demolition of the TowerJazz building at 4321 Jamboree Road and associated mechanical equipment located along the northern property boundary. The TowerJazz building was built in the 1960's and is two and three story building that is approximately 311,452 square feet in size, and includes both industrial and supporting office uses. The TowerJazz facility is currently in operation as a semiconductor chip manufacturing plant. The TowerJazz building underwent a seismic retrofit base isolation improvement project that included underpinning of building footings, excavation of soils beneath the building, and installation of base isolation devices below the existing footings.

Phase 2 demolition activities involve removing equipment, furniture and machinery from the TowerJazz building; abating asbestos and lead-based paint as needed; decommissioning of utilities serving the TowerJazz Building, including the SCE substation and mechanical equipment along the northern property boundary; demolishing and removing the TowerJazz Building, removing foundations and footings; and removing above-ground storage tanks (ASTs). Seismic base isolation foundations may be removed, cut, or left in place in accordance with geotechnical recommendations and architectural specifications for buildings to be constructed in the area. Mechanical equipment, utilities and piping serving the TowerJazz building would also be removed, cut or capped. The asphalt parking lot on the east side of the property off of Birch Street, light fixtures, and landscaped islands will be removed. Demolition materials will be considered for recycling either on- or off-site.

5.2 SITE PREPARATION

Site preparation in the second phase of the project will involve the removal of any undocumented fill, stockpiles, vegetation, and organic or non-organic materials resulting from the demolition and clearing/grubbing operation. The interim retaining walls and slopes constructed during Phase 1 will be removed to allow the grading of the Phase 2 area to be blended seamlessly with the grades established in Phase 1.

Based on the previous investigations, soil and groundwater remediation will be necessary to facilitate the development of Phase 2. Impacted soils will be excavated and characterized for disposal. Soil and groundwater cleanup levels and criteria will be established by the Regional Water Quality Control Board (RWQCB). A soil removal quantity of approximately 29,000 tons is anticipated for this portion of the site. This would include an area of approximately 22,160 square feet to depths of 5 to 30 feet below the ground surface (bgs).

Groundwater remediation of the upper groundwater aquifer zone is currently underway under the oversight of the RWQCB. An estimated time frame of 1 to 3 years is anticipated for the additional groundwater remediation, with an additional 2 to 3 years of groundwater monitoring.

Upon removal of impacted soils and cleanup of the groundwater, a Human Health Risk Assessment (HHRA) will be prepared for Phase 2 to evaluate the potential for environmental health risks associated with the known environmental impacts at the site and the cleanup levels established by the RWQCB. The HHRA will be submitted to the RWQCB for their review, and development of Phase 2 will follow the requirements imposed by the RWQCB. Phase 2 residential construction will not commence without environmental clearance from RWQCB.



Figure 5-1: Existing TowerJazz Building

6. PHASE 2 ON-SITE IMPROVEMENTS**6.1 GRADING AND EARTHWORK**

The grading operation will involve the cutting and filling of the Phase 2 site to establish building pads, roadway sub-grades and park areas at elevations shown on a City-approved grading plan. At the completion of site preparation, zones of loose unsuitable materials, if any, will be identified. It may be necessary to remove the soils in these localized areas to a greater depth than the overall recommendation. Areas to receive fill and those areas under buildings and roadways will require over-excavation to remove and compact existing soils prior to placing any fill, as recommended in the geotechnical report.

Grading will be designed to optimize the balance of cut and fill within the Phase 2 area. Continuing the grading theme established in the first phase, the Phase 2 grading will be designed such that the first floor elevations of the residential buildings are two to four feet above the surrounding site grades. The grading concept illustrated in Figure 6-1 assumes one level of subterranean parking within the larger building envelopes. This scenario makes it possible to achieve a virtual balance of cut and fill. However, to the extent that these building envelopes have a second level of subterranean parking, then cut will exceed fill. Should all of the larger envelopes in Phase 2 have two levels of subterranean parking, then the volume of cut would exceed the volume of fill by approximately 100,000 cubic yards, much of which would have to be exported from the site. This would be additional to any export during Phase 1. Excess cut material will be transported to locations and by routes approved by City traffic engineer.

6. PHASE 2 ON-SITE IMPROVEMENTS

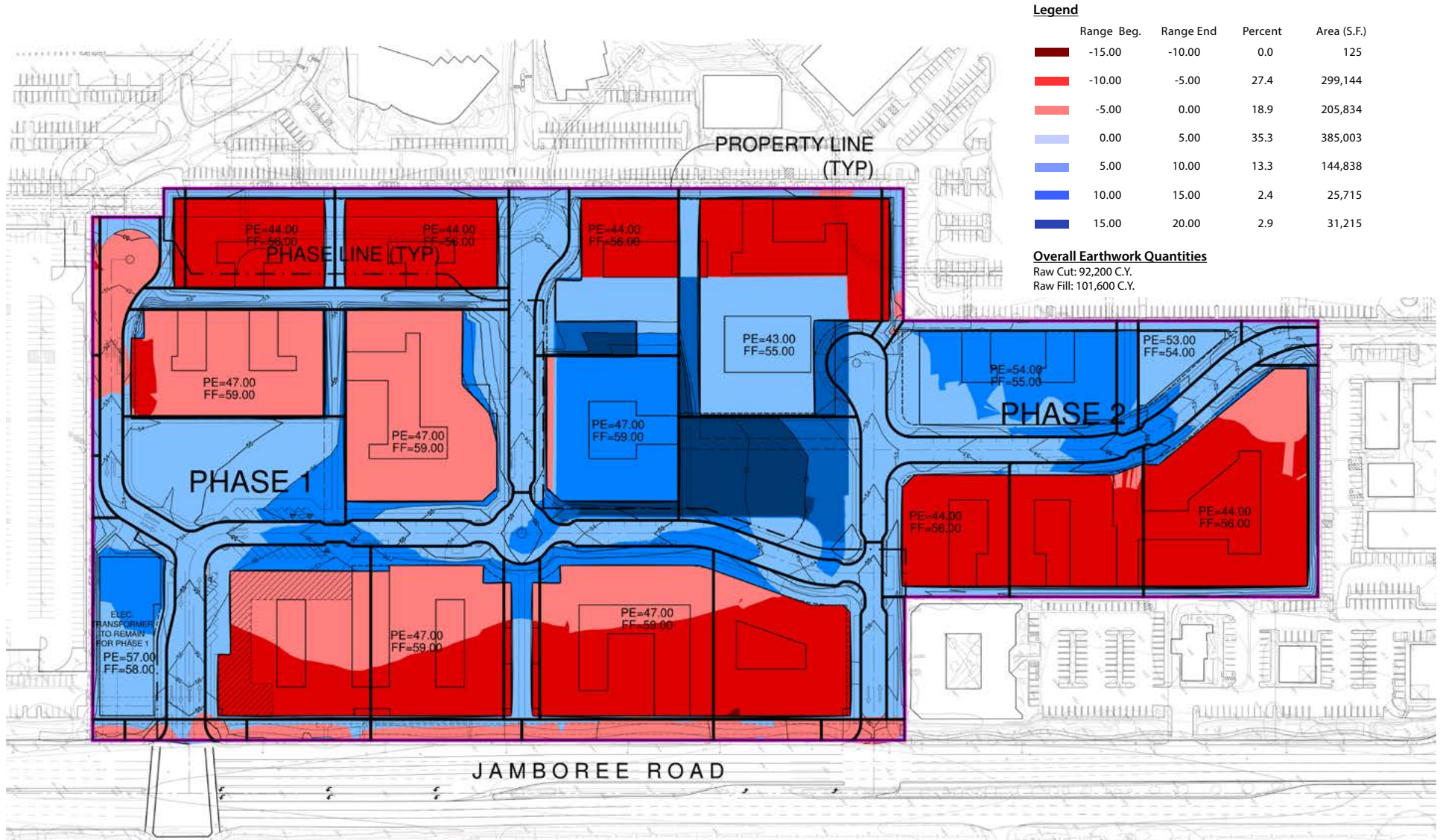
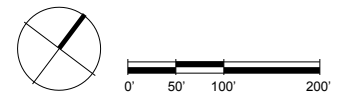


Figure 6-1: Phase 2 Earthwork with 1 Subterranean Parking Level

Note: some building typologies may require 0 or 2 subterranean parking levels, in which case overall earthwork quantities will be impacted



6. PHASE 2 ON-SITE IMPROVEMENTS

6.2 UTILITIES AND DRAINAGE**6.2.1 Water**

The system installed in the first phase of development will be extended into the Phase 2 area, generally within the site roadways. (See Figure 6-2). Remaining vestiges of the underground fire protection water system that served the TowerJazz facility will be removed. The on-site water system will be designed and installed in accordance with IRWD standards so that upon completion of construction it may be turned over to IRWD for operation and maintenance. Appropriate easements will be granted to IRWD for these facilities.

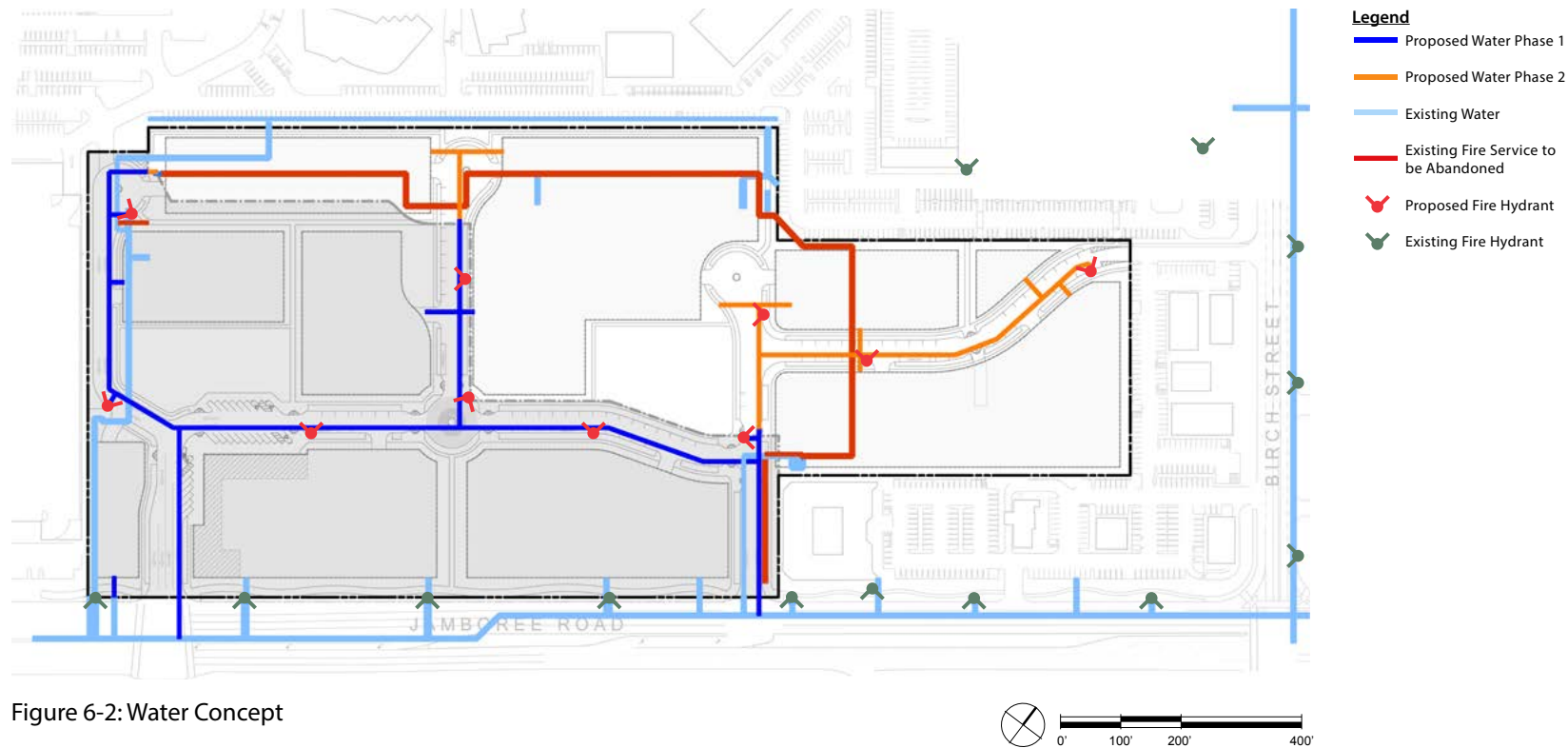


Figure 6-2: Water Concept

6. PHASE 2 ON-SITE IMPROVEMENTS

6.2.2 Sewer

In Phase 2 the TowerJazz manufacturing will cease, resulting in a major reduction in the volume discharged to the sewer system, even at build-out of the proposed project. Accordingly, it is not likely that it will be necessary to expand or increase the sizes of downstream off-site facilities. Demolition of the TowerJazz facilities will include removal of the sewer lines to which portions

of the Phase 1 system connected. It will be necessary to construct new underground sewer lines to extend those lines to the off-site system within the Koll property. The northern area of the Phase 2 site (currently the TowerJazz parking area) will be served by a sewer system that will tie into the Phase 1 sewer lines (see Figure 6-3).

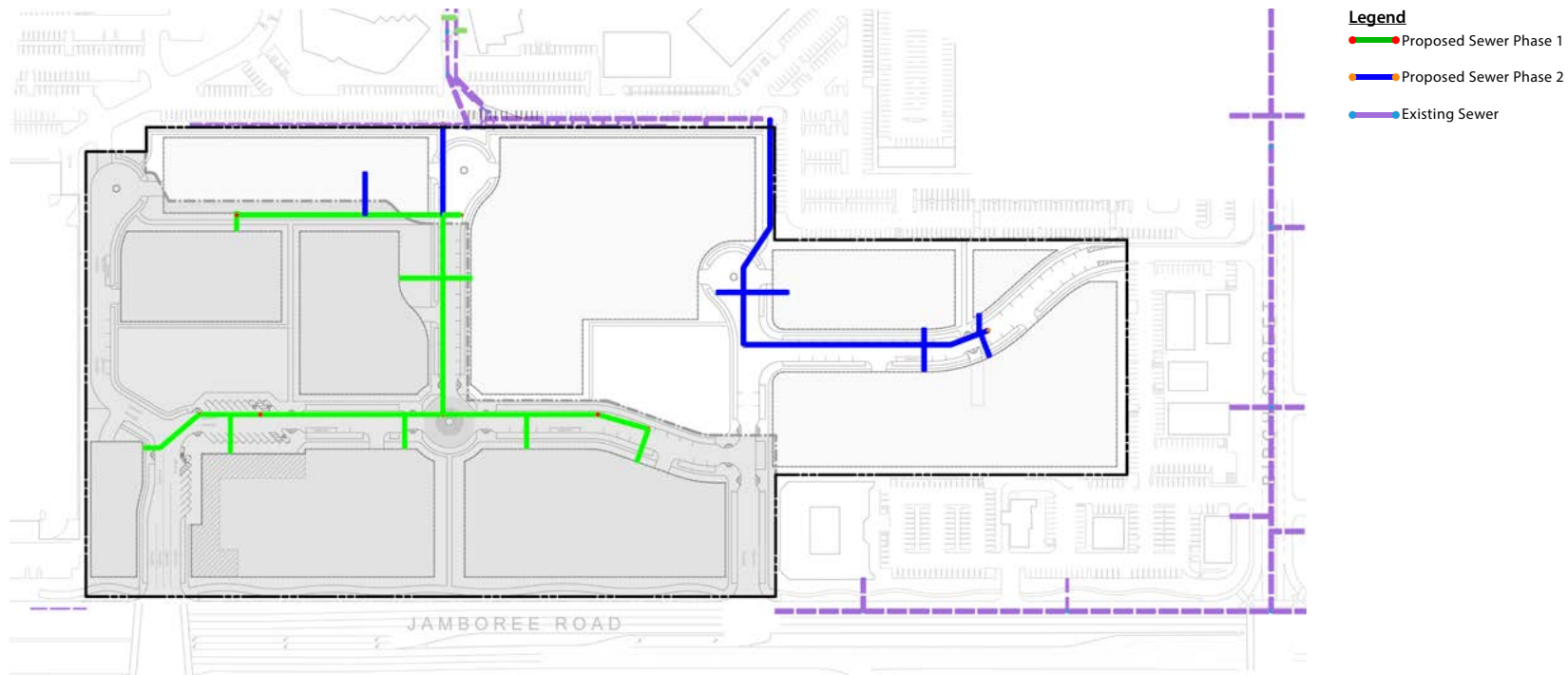


Figure 6-3: Sewer Concept

6. PHASE 2 ON-SITE IMPROVEMENTS

6.2.3 Drainage & Water Quality

Upon completion of demolition of the TowerJazz facilities, the storm drain system constructed for Phase 1 will be extended to the northwestern property line to connect to the existing off-site system. Existing storm drains within the Phase 2 area will be removed and replaced with a new underground system that will tie into the off-site public storm drain system within the Koll Center Newport site, as conceptually illustrated in Figure 6-4. The drainage system will be designed in accordance with Orange County hydrology methodology and will be coordinated with the design of the water quality treatment facilities. Because the proposed project will

have more vegetated open space areas than currently exists on the site, the amount of post-development runoff will be less than existing.

As described in Section 3.2.3, the proposed project will require development of a Water Quality Management Plan that will specify Low Impact Development (LID) measures to minimize the effects of urbanization on stormwater runoff quality and quantity. The LID Best Management Practices (BMP's) will include infiltration with bioretention in landscape and park areas, planter boxes with underdrains, vegetated filter strips, and proprietary treatment systems. The downstream ponds

will provide further water quality treatment through aeration and settlement of silt and sediments.

As the site is developed in Phase 2, BMP's will be installed to treat the additional area of development. To the extent possible, the master developer should provide BMP's for the design capture volume for the site. It may be necessary for the builders to treat runoff from their pad areas, which could be accomplished by means similar to those employed by the master developer.

For the construction phase of the project, a Storm Water Pollution Prevention Plan (SWPPP) will be required. This plan will specify the BMP's to be deployed during construction of the project to minimize deleterious effects on the quality of stormwater runoff from the project.

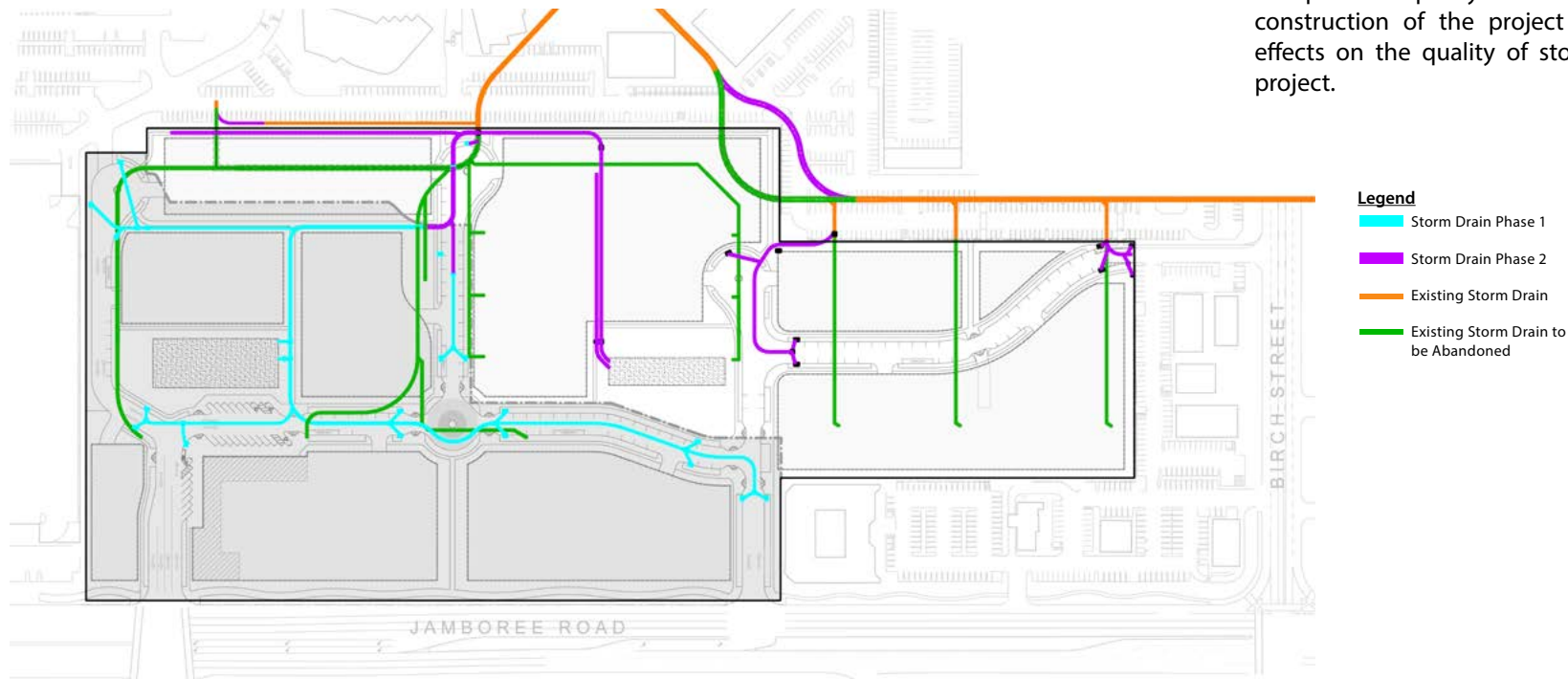


Figure 6-4: Storm Drain Concept

6. PHASE 2 ON-SITE IMPROVEMENTS**6.2.4 Dry Utilities**

Electric service for the Phase 2 development will feed off of the Phase 1 infrastructure and the existing 66kV distribution line along Jamboree Road, and will be distributed through the project in underground distribution lines. Electric transformers serving the project are anticipated to be incorporated into the proposed building structures or buffered from view to the public.

The SCE substation will be decommissioned by SCE after demolition of the TowerJazz in Phase 2, and the land on and around the SCE substation will be developed.

Natural gas is provided to the site by the Southern California Gas Company. An existing 8" natural gas line is located in Jamboree Road. Natural gas service for Phase 2 development will feed off of Phase 1 infrastructure and existing facilities.

AT&T phone service and Cox Communications fiber optic service are available in Jamboree Road. Telecommunications service for Phase 2 development will feed off of Phase 1 infrastructure and existing facilities.

6. PHASE 2 ON-SITE IMPROVEMENTS

6.3 VEHICULAR CIRCULATION

The Phase 2 vehicular circulation system will include a connection to Birch Street. This access is enabled by virtue of an existing easement on the off-site property. Together with the two Jamboree Road intersections, this connection to Birch Street will be the third point of public vehicular access to the project. The emergency vehicle access to the Koll property in Phase 1 will be preserved. The Phase 2 roadways will have driveways that will provide direct access to parking within each building envelope. Street parking will be available in designated locations. Roadway widths, turning radii,

and turn-around dimensions will be designed to City standards to accommodate truck movements and fire equipment.

The existing emergency vehicle access to and from the Koll Center Newport property in Phase 1 as depicted in Figure 3-5 and 6-5 shall be preserved in perpetuity. This connection through Koll Center Newport to Von Karman Avenue may be expanded to allow for future public access for pedestrians, bicycles, and vehicles in the future.

6.4 PEDESTRIAN & BICYCLE CIRCULATION

In addition to unifying the various residential districts and project open space amenities for the overall Uptown Newport project, pedestrian circulation improvements in Phase 2 will complete connectivity elements from the site to adjacent Koll properties. In addition to Phase 1 improvements, a series of four additional connections to the Koll properties pedestrian network will be established and improved. On-street improvements will also link pedestrians to the northeast corner of the project area with convenient proximity to Birch Street. Bicycles will be permitted on all streets and paseos within the Uptown Newport PC.

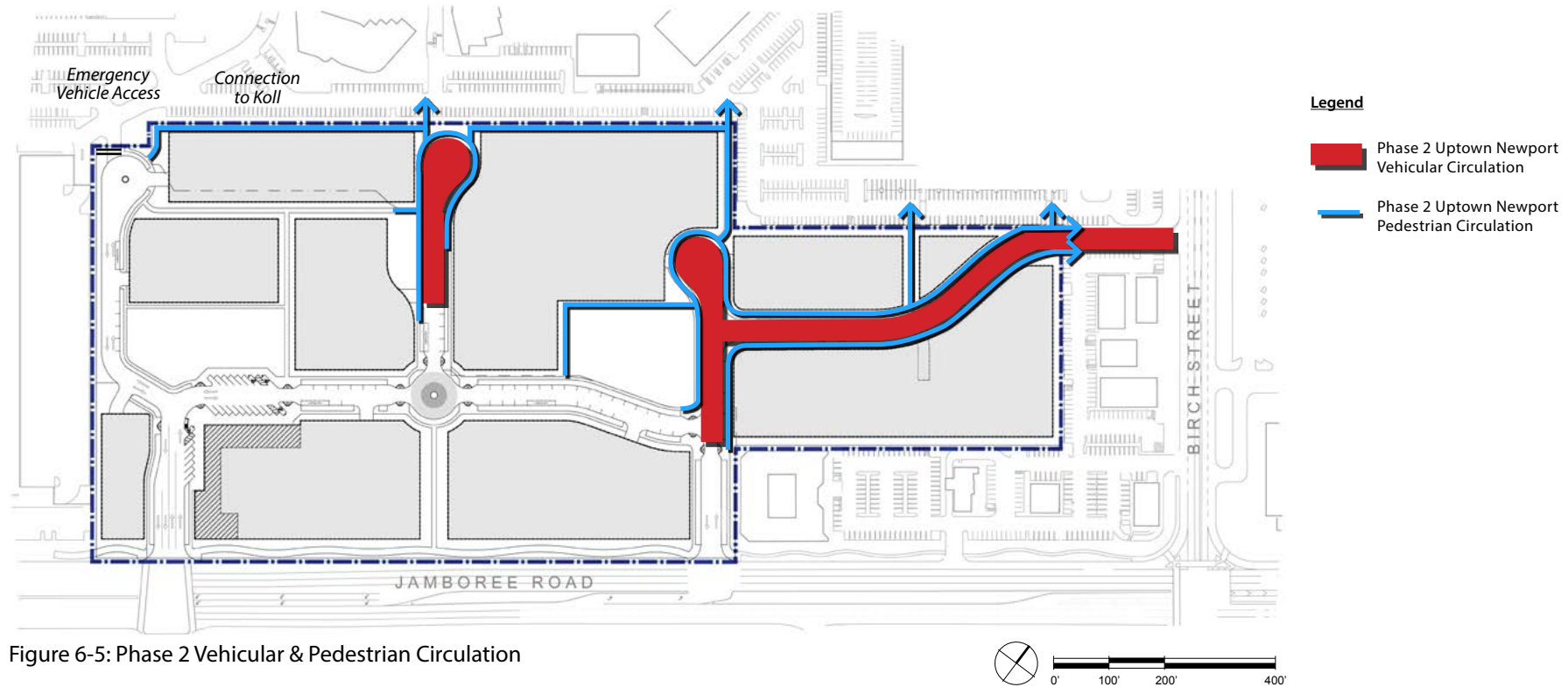


Figure 6-5: Phase 2 Vehicular & Pedestrian Circulation

6. PHASE 2 ON-SITE IMPROVEMENTS

6.5 PHASE 2 CONCEPTUAL LANDSCAPE MASTER PLAN

The common area landscape in Phase 2 consists of the areas outside of the residential product development areas. These areas will include; secondary streets, paseo landscapes, Park B, open space and community edges. The following exhibits will outline the landscape framework, hardscape and streetscape character.

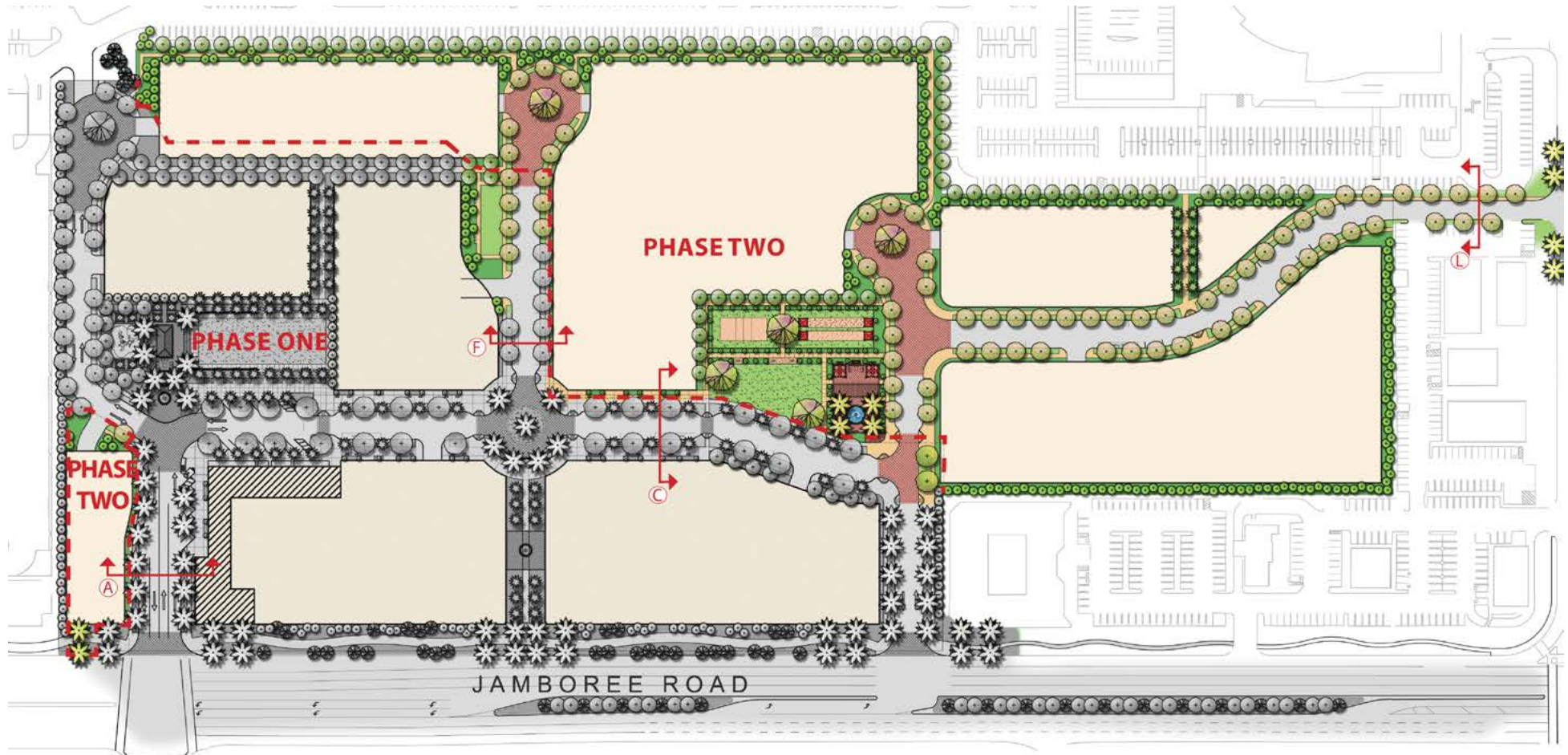


Figure 6-6: Phase 2 Conceptual Landscape Master Plan

6. PHASE 2 ON-SITE IMPROVEMENTS

6.5.1 Jamboree Road Entry Drive

The landscape character at the entries will be transparent inviting and colorful. Date Palm trees are recommended to punctuate the skyline entry while providing important views into the adjacent residential buildings and parks beyond. The use of colorful vines on the palm trunks and ground covers in this area is encouraged. Vertical screen trees used at the building edges are encouraged to soften and buffer the buildings from the street in this area. Hedges will be used to soften building bases and ground covers will be used when parking is not adjacent. Angled parking located along the retail edge modifies the street tree pattern with canopy trees shading the parking areas and palms hugging the walkway promenade along both the storefronts and the market park paseo alike. Upon implementation of phase two, all adjacent walkways and parkway landscapes must be protected in place, with new landscape areas installed behind the phase one sidewalks.

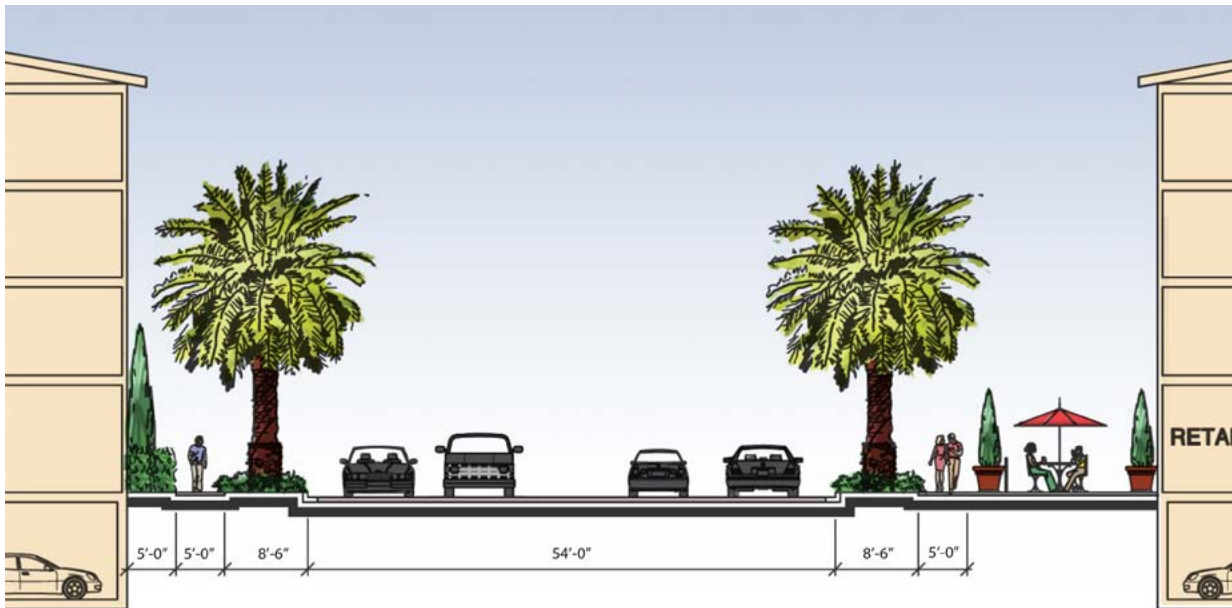
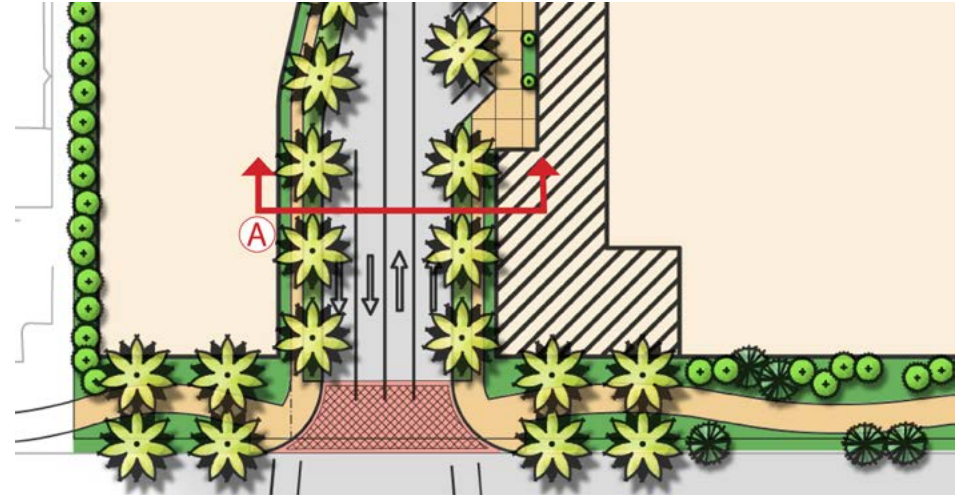


Figure 6-7: Section A - Jamboree Road Entry Drive

6. PHASE 2 ON-SITE IMPROVEMENTS

6.5.2 Birch Street Entry Drive

The Phase 2 entry drive off of Birch Street is an existing entry drive that accesses the Uptown Newport PC through an adjoining property to the northeast via an existing easement. The Birch Street entry drive easement is 33 feet in width and is a non-exclusive easement for passage in, over and along the adjoining property, including the right to maintain driveways, roadways, sidewalks and passageways on said property (Figure 6-8).

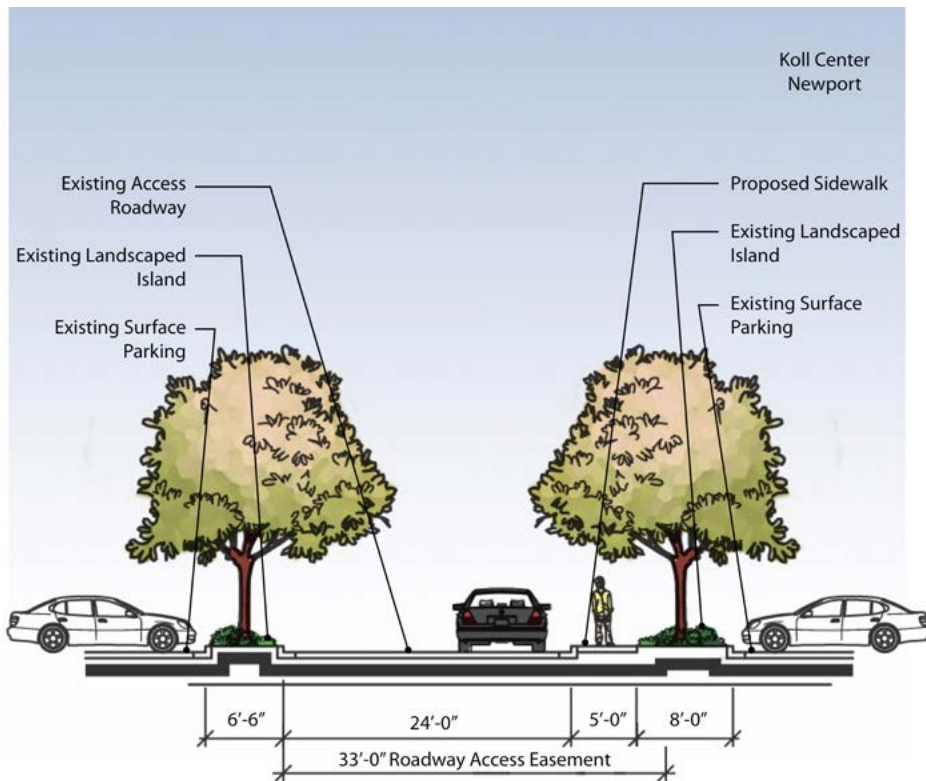
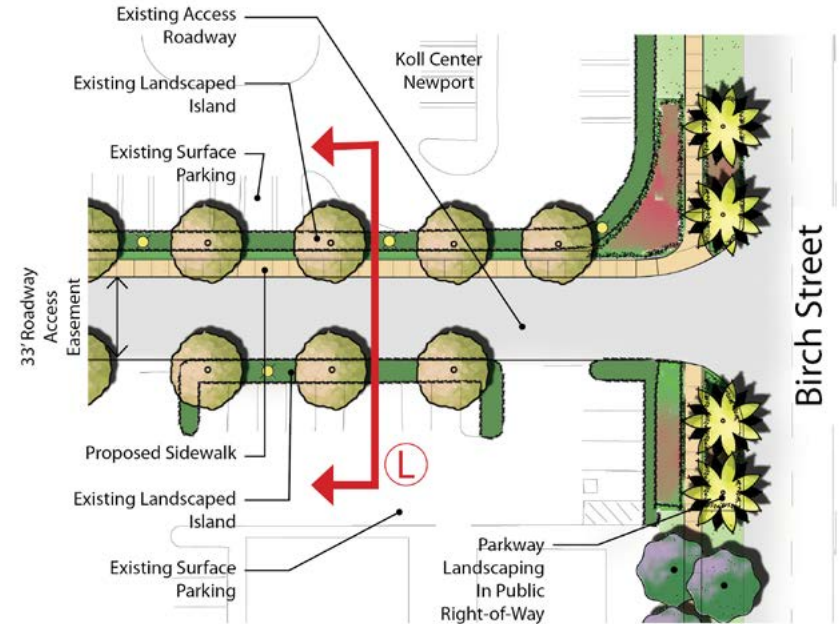


Figure 6-8: Section L - Birch Street Entry Drive

6. PHASE 2 ON-SITE IMPROVEMENTS

6.5.3 Spine Street

The Spine Street is the core that provides the connection between the neighborhood and community amenities. Anchored by the two entries and supported by the two parks at each end, visually and physically this street is the most important link in the project. The street tree pattern is formal with alternating combinations of skyline palms and large evergreen canopy trees. Turf parkways at adjacent parallel parking areas will allow ease of access to the sidewalk. Upon implementation of Phase 2, all adjacent walkways and parkway landscapes will be protected in place, with new landscape areas installed behind the Phase 1 sidewalks.

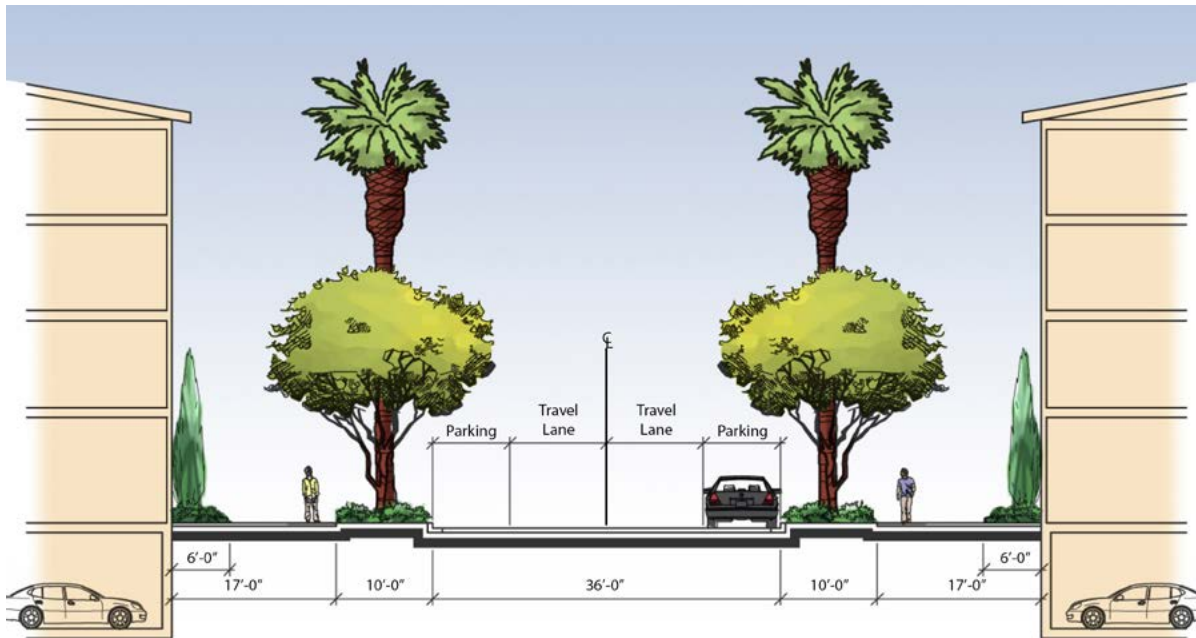
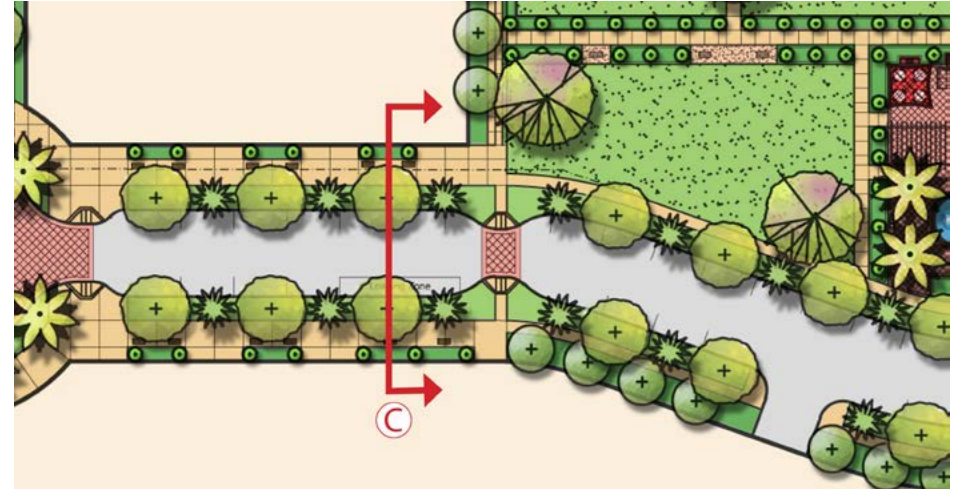


Figure 6-9: Section C - Spine Street

6. PHASE 2 ON-SITE IMPROVEMENTS

6.5.4 Paseo Landscape

These landscape areas are pedestrian connections that tie the project together using garden pathways. These pathways will be lined with vertical palms or canopy trees. The beginning and end of these paseos will be enhanced with accent trees or palms to call attention to these garden areas. Colorful shrubs and ground covers will be used here as well. Vertical buffer trees and accent trees will soften the edges and transitions to the vertical building mass and hedges will be used to soften building bases. The use of large pots in these garden areas is encouraged. Upon implementation of Phase 2, all adjacent walkways and parkway landscapes will be protected in place, with new landscape areas installed behind the Phase 1 sidewalks.

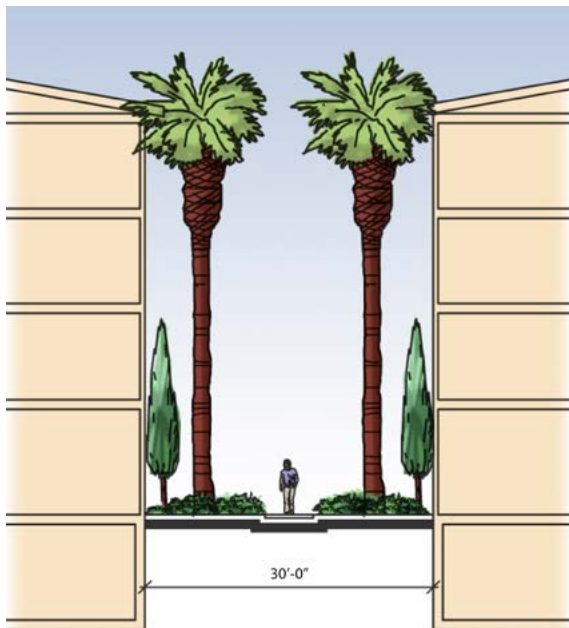
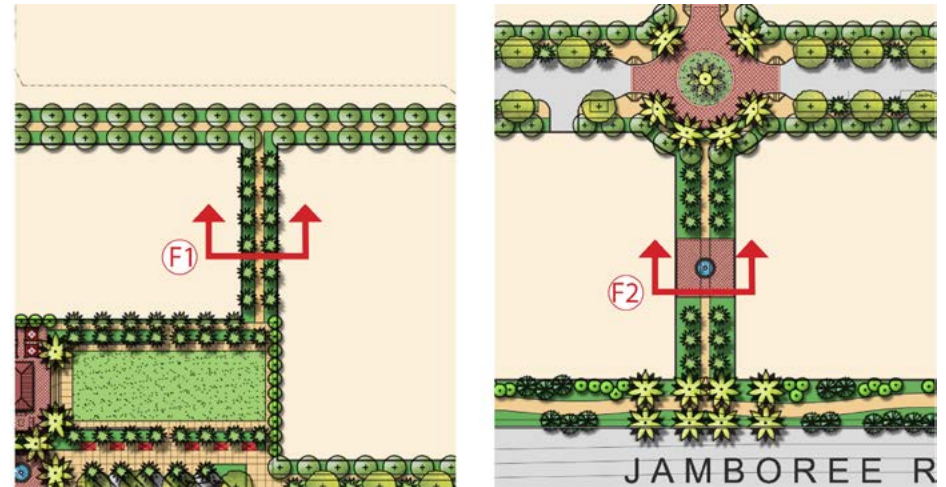


Figure 6-10: Section F1- Paseo Landscape

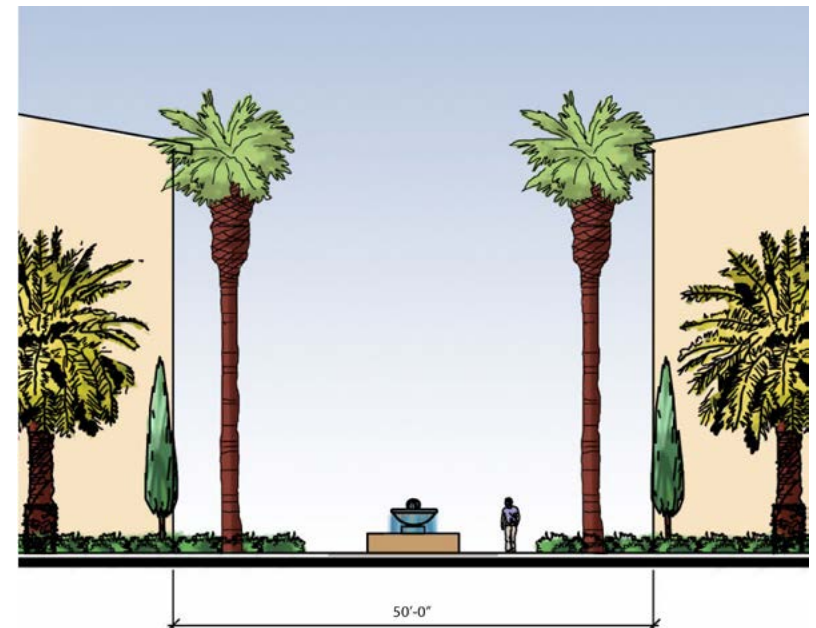


Figure 6-11: Section F2 - Paseo Landscape

7. PHASE 2 OFF-SITE IMPROVEMENTS

7.1 BIRCH STREET INFRASTRUCTURE

In Phase 2, the site will have a third access drive located northeasterly from the project property across the adjacent property for approximately 200 feet to Birch Street. This access drive is the current TowerJazz access drive to Birch Street that is located within an existing easement. Outbound traffic from the site will be controlled with a stop sign before turning left or right on Birch Street.

7.2 KOLL PROPERTY

The development of Phase 2 will require the relocation of a portion of an existing City of Newport Beach underground storm drain line that crosses a corner of the project site to the rear of the existing TowerJazz manufacturing building. This 66-inch diameter storm drain line carries runoff from a tributary area that includes the project site as well as upstream properties north of Birch Street. The relocation work will involve constructing approximately 300 feet of replacement line within the adjacent Koll property. The relocated line is shown on the Storm Drain Concept plan, Figure 6-4. Existing utility easements allow for the storm drain relocation within the Koll Center Newport. Concurrent with the relocation work, the existing easement documents will be modified to reflect the new alignment.



Figure 7-1: Existing Koll Property

Attachment No. PC 3

Revised Design Guidelines



UPTOWN NEWPORT

Planned Community Development Plan

Design Guidelines

Uptown Newport LP
January 25, 2013

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1. INTRODUCTION**1.1 PURPOSE AND INTENT**

The Design Guidelines expand upon the regulations set forth in the Uptown Newport Planned Community Development Plan Land Uses, Development Standards & Procedures. The Design Guidelines are intended to guide the preparation of the Master Site Development Plan and site development review process for development within the Uptown Newport Planned Community (Uptown Newport PC).

The Design Guidelines are also intended to be used as a design guide for all buildings and master site development within the Uptown Newport PC. These guidelines are intended to be used in conjunction with other applicable codes, documents, and ordinances to assess compliance of proposed projects.

Development within the Uptown Newport PC shall be subject to the Uptown Newport Land Uses, Development Standards & Procedures and Design Guidelines. Existing on-site land uses are allowed to continue as nonconforming uses, in compliance with the City of Newport Beach Municipal Code (NBMC) Chapter 20.38, and are not required to adhere to these Guidelines. Compliance of projects under this section shall be determined by the City of Newport Beach Community Development Director during the site development review process.



Figure 1-1: Bird's eye view of the site

1.2 URBAN DESIGN CONTEXT

Existing development within the subject property and its surroundings reflects suburban commercial and industrial growth that commenced primarily in the 1960's, 70's and 80's and continued over the past two decades. This growth accommodated economic expansion of the greater Los Angeles metropolitan area and established the areas surrounding the Orange County/John Wayne Airport as a significant regional center for commerce and employment.

Land uses include low-rise and mid-rise office with surface parking, manufacturing, "pad"-oriented retail/restaurants and high-rise multi-tenant office supported by structured parking. Individual projects are typically of sufficient scale to necessitate deliberate on-site vehicular circulation, though much of the way-finding takes place through the organization of circulation within parking lots. Although often in direct proximity to one another, physical connections between parcels, whether vehicular or pedestrian, have rarely been accommodated.



Figure 1-2: Koll Center Newport



Figure 1-3: Koll Center Newport



Figure 1-4: Koll Center Newport

1. INTRODUCTION

**1.3 VISION STATEMENT**

Uptown Newport is envisioned to be a distinctive, vibrant and interconnected residential/mixed use village clustered within the Airport Area of the City of Newport Beach. While acknowledging the Airport Area's role as a gateway to the City, Uptown Newport represents an evolution of land uses that continue to respond to the ever-changing economic marketplace and societal demands and preferences.

The village will embody an urban quality whereby residents and visitors are joined together through a clearly defined public realm. The public realm will entail a clearly structured network of activated tree-lined streets with parkways and sidewalks connecting residents and visitors to beautifully landscaped neighborhood park spaces programmed with active recreation and passive uses. A village-scale retail core with ground-level shops and outdoor cafes will be provided to serve Uptown Newport residents as well as the local community and provide a degree of self containment for Uptown Newport. In addition to the pedestrian-oriented streets, the public realm will include a series of paseos that will connect neighborhoods together and link the village to surrounding properties.



The public realm will be enhanced through landscaping and framed and engaged by quality architecture expressed in a variety of building types. The village is envisioned to serve the housing needs of a range of residents who will be attracted to a quality living environment that offers convenient access to employment, education, recreation and regional transportation improvements.

In summary, Uptown Newport is envisioned to be distinguished from other residential developments that have been introduced into the nearby Jamboree Corridor by combining quality architecture and urban design with a public realm that includes legible vehicular circulation, significant park space and paseos and by establishing connectivity to surrounding properties.

2. SITE PLANNING GUIDELINES AND STANDARDS

**2.1 MASTER PLAN FRAMEWORK**

The Design Guidelines will be used to prepare a Master Site Development Plan and will govern development within the Uptown Newport PC so that the initial design framework is carried forward consistent with the Airport Area Land Use Element of the General Plan and Koll-Conexant Integrated Conceptual Development Plan (ICDP).

2.1.1 Framework Principles

The following development principles are described within these Design Guidelines, and are intended to serve as the guiding principles for development within the Uptown Newport PC.

1. Create a distinct high-density, mixed-use village;
2. Create legible internal roadway circulation that will provide ample access to all portions of the site and convenient connections to and from adjacent collector and arterial roadways;
3. Establish a sequence of spaces that promotes clear way-finding for residents and visitors;
4. Incorporate neighborhood-serving ground-level retail uses to serve residents, visitors, and nearby commercial uses;

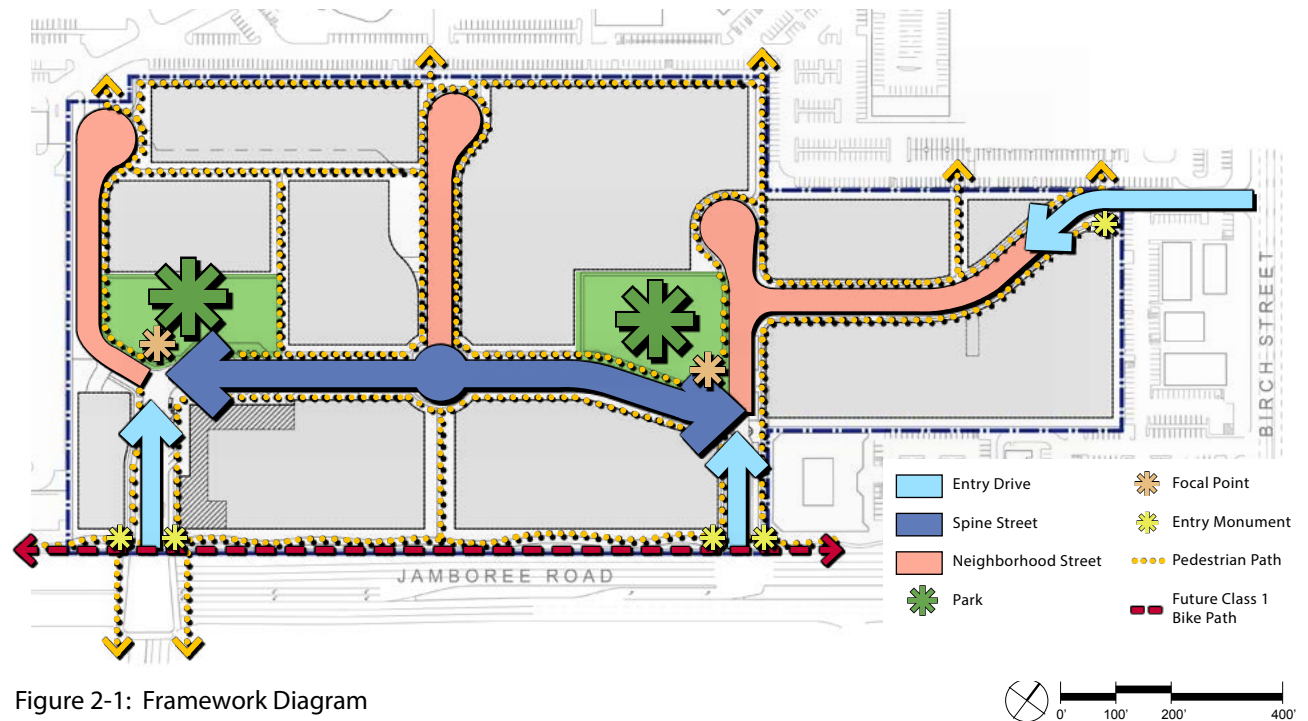


Figure 2-1: Framework Diagram

2. SITE PLANNING GUIDELINES AND STANDARDS



5. Create neighborhood public park space to serve as a principal focus for the village. Park space will include meaningful gathering areas, recreational amenities and open space relief for the community;
6. Provide housing opportunities to serve the needs of a range of future residents;
7. Emphasize pedestrian orientation through the creation of pedestrian-scaled streets and greenbelts that break up large blocks and provide connectivity within and between neighborhoods and the surrounding community. Project streets shall include sidewalks separated from parking or travel lanes by landscaped parkways, tree grates and other such enhancements;
8. Provide on-street parking to serve the residential uses, neighborhood parks, and retail uses, visitors, and retail customers;
9. Establish architectural massing and articulation that provides variety and interest, creates a strong spatial definition along internal streets, and introduces pedestrian scale elements;
10. Provide for the establishment of a landscape character that unifies and enhances project streets, paseos, and other components of the public realm.

2. SITE PLANNING GUIDELINES AND STANDARDS

2.2 MASTER SITE PLAN CONCEPT

A Master Site Plan for Uptown Newport (see Figure 2-2) has been prepared that incorporates the framework principles. The Uptown Newport PC is centered on two neighborhood public parks and incorporates a mixed-use node at the primary entry that features neighborhood-serving retail uses and a network of local streets and pedestrian walkways and paseos that provide connectivity within Uptown Newport and to

surrounding properties. Uptown Newport is envisioned to be a cohesive plan of high density residential apartments, condominiums and townhomes with parks, streets, landscaped parkways, and paseos that will be integrated with private amenities.

The public realm of the Uptown Newport PC will be designed and implemented by a master developer pursuant to a Master Site Development Plan approved by the City to ensure that the parks, streets, and public

spaces will be planned and improved as a whole and will not be fragmented. A master association will be responsible for the ongoing operation and maintenance of the parks, streets, and common areas within the Uptown Newport PC. Individual projects within Uptown Newport will be regulated by the Uptown Newport PC Land Uses, Development Standards & Procedures. The Design Guidelines and Phasing Plan will also be governed by the master association rules and regulations.



Figure 2-2: Master Site Plan

2. SITE PLANNING GUIDELINES AND STANDARDS

2.2.1 Master Site Improvements

The Master Site Improvements for the Uptown Newport PC include two acres of park space, street improvements, utilities and an interconnected walkway system which links all areas of the site (see Figure 2-3).

Master Site Improvements include the following:

- Demolition, site preparation and rough grading;
- Backbone storm drain system within the streets;
- Sanitary sewer system within the streets;
- Water distribution system within the streets;
- Reclaimed water distribution system within the streets;
- Street improvements, including street paving, curb and gutter, sidewalk, and parkway improvements to the back of sidewalk;
- Common area fencing and walls;
- Neighborhood Park improvements for the two public parks;
- Landscape improvements within common areas, including: public street parkways to the back of sidewalk; project entries, Jamboree Road parkway and Class I and multi-use trail; Neighborhood Park landscape improvements; paseo landscape improvements;

- Master streetlight and common area lighting improvements;
- Dry utilities; and
- Master community signage.

Operation and maintenance of the parks, streets, parkways, and paseos will be by the master association. Developers of each parcel will be responsible for landscape development between the back of sidewalk and building face in accordance with the guidelines.



Figure 2-3: Master Site Improvements

2. SITE PLANNING GUIDELINES AND STANDARDS

2.2.2 Project Entries

Two clearly identifiable site access points for Uptown Newport are located on Jamboree Road. The primary entry is located at the existing signalized intersection at Fairchild Road. A secondary access point with limited turning movements (left turn out of the site at this location will not be allowed) is located at the northeastern portion of the Jamboree frontage. A full turn-movement intersection at Birch Street provides a third access point into the site. Uptown Newport has access to convenient connections to Highway 73, the 405 Freeway, the John Wayne Airport, University of California, Irvine and to Newport Beach via Jamboree

Road and MacArthur Boulevard. The arrival experience for residents and visitors on each of these three tree-lined entry roads will culminate into significant park space to create a sense of arrival and community identity.



Figure 2-4: Uptown Newport community entry

2. SITE PLANNING GUIDELINES AND STANDARDS

2.2.3 Park Space

Two one-acre public neighborhood parks within Uptown Newport will provide convenient proximity of meaningful open space and recreational amenities for project residents and visitors. The relationship of the parks to the entry roads establishes a sense of quality and amenity upon arrival, and will distinguish Uptown Newport from other residential projects in the Jamboree corridor. These parks will provide light, air and open space relief to an otherwise urbanized area.

Each park has been programmed to serve the diverse recreational needs of the community and will feature

such uses as fountains, seating areas, shade structures, open lawn areas, "tot-lot," barbecues, and active recreational uses.

The parks are connected to each other by the project Spine Street with generous walkways, enhanced tree plantings and street furniture. The project has been designed to extend park frontage to the adjacent neighborhood streets such that open space is extended into the public realm, the perception of open space is expanded, and convenient access to the parks for the residents is provided from each of the neighborhoods.



Figure 2-5: Uptown Newport neighborhood park

2. SITE PLANNING GUIDELINES AND STANDARDS

2.2.4 Private Open Space

In addition to the two acres of public park space, private open space will be provided in each building phase, individual building or complex. These spaces may be internal to the building complexes in courtyards or in enclosed facilities on the ground floor (see Figure 2-13). Ground floor facilities are encouraged to be street facing to enhance the vitality of the community. Uses may include swimming pools, exercise facilities, tennis courts, basketball courts, clubhouse rooms, roof decks, community gardens, barbecue courtyards, passive gathering areas, or any other amenities as deemed appropriate by the Community Development Director.



Figure 2-7: Pool area



Figure 2-10: Barbecue courtyard



Figure 2-11: Roof deck



Figure 2-6: Outdoor courtyard



Figure 2-8: Passive gathering area



Figure 2-9: Outdoor fireplace



Figure 2-12: Clubhouse

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-13: Private Open Space

2. SITE PLANNING GUIDELINES AND STANDARDS

2.2.5 Pedestrian Friendly Environment

Pedestrian connections are emphasized throughout Uptown Newport. Project streets will include landscaped parkways and sidewalks that link pedestrians throughout the village. A mid-block pedestrian greenbelt will cross through the middle of the development adjacent to Jamboree Road with linkages to adjoining Koll Center Newport property to the north.

Greenbelt improvements are encouraged to include visual nodes and gathering spaces to enhance activity in these areas. Pedestrian activated courtyards and recreational amenities are encouraged to link the greenbelt to further broaden connectivity and expand the open space network.

In accordance with the General Plan, A twelve foot (12') wide sidewalk and Class I bike trail will be improved along the Jamboree Road parkway as part of the Uptown Newport project. The Jamboree Road trail and existing sidewalk improvements on surrounding properties will provide pedestrian and bicycle connectivity to the existing Newport Beach and regional trail systems. In addition, the internal streets within the Uptown Newport PC are designed to be pedestrian and bicycle friendly, with traffic calming features including enhanced paving at intersections and key pedestrian crosswalks, a traffic roundabout, and curb chokers that will reduce vehicular speeds within the project.



Figure 2-14: Uptown Newport streetscape with pedestrian improvements

2. SITE PLANNING GUIDELINES AND STANDARDS

Strong pedestrian connections with adjacent properties will be provided as part of the master development as prescribed in Figure 2-15. These connections will be reinforced by increased building setbacks and landscaping, and will link Koll Center Newport with the mixed-use core and neighborhood parks of Uptown Newport. Off site completion of this network will be subject to the re-development of Koll Center Newport.

Street furniture, street trees, directional signs, trash receptacles, and exterior lighting will be incorporated into public rights-of-way and open spaces to reinforce pedestrian activity.

Buildings will be configured to create a strong spatial relationship to the pedestrian walkways, and will be connected to create a cohesive pedestrian experience

throughout Uptown Newport. Mixed-use areas with retail and residential will emphasize pedestrian orientation by utilizing features such as intimate plazas, connected courtyards, trellises, planters, seating and fountains.

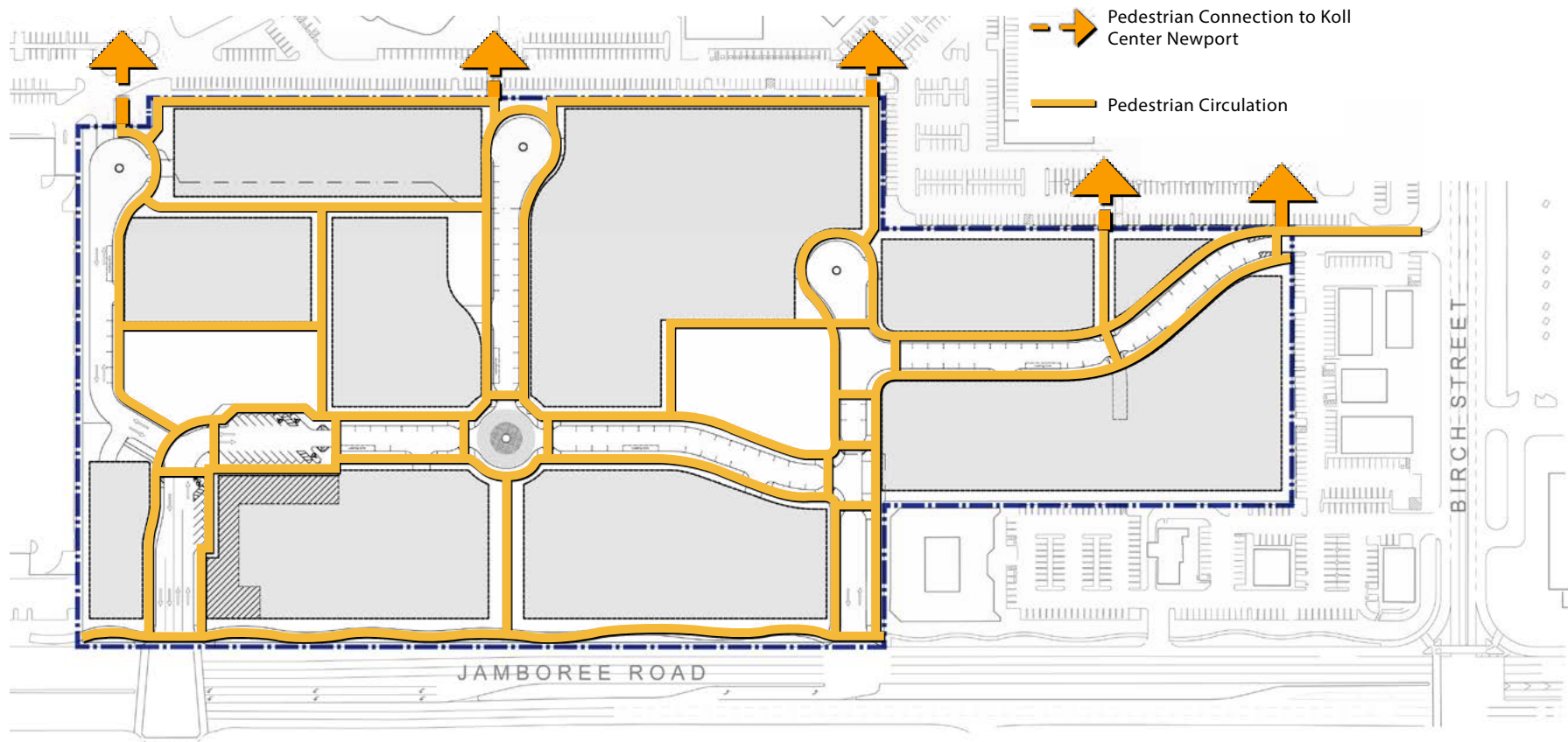


Figure 2-15: Pedestrian Circulation Plan

2. SITE PLANNING GUIDELINES AND STANDARDS

2.2.6 Mixed-Use Node

A mixed-use node will be located along the entry into Uptown Newport at Fairchild Road and adjacent to the Phase I park. This area will feature up to 11,500 square feet of neighborhood-serving retail integrated within the street level of residential building(s).

Drawing upon traffic and visibility from Jamboree Road to enhance its commercial viability, this village center is intended to attract day-time use from both residents and the nearby workforce while continuing to serve the needs of Uptown Newport residents during evenings and weekends.

With expanded street frontage paving for outdoor dining and passive seating and proximity to the neighborhood park, the village center is intended to offer a visual setting and amenity that is superior to competitive retail improvements that currently exist in the Airport Area.

The village center is envisioned to include such uses as cafes, coffee house, deli/market, dry cleaner, and personal services. Parking for the village center retail will be provided within the adjoining mixed use building and in convenient on-street diagonal spaces.



Figure 2-16: Uptown Newport mixed-use node

2. SITE PLANNING GUIDELINES AND STANDARDS

2.2.7 Community Markers

The introduction of community markers for orientation and project identity promotes way-finding for residents and visitors, strengthens Uptown Newport's sense of place and produces a recognizable environment for residents and visitors. In addition to corner monuments and signage, building elements within the project will be designed to serve as landmarks within Uptown Newport. These elements, such as corner towers, low rise building forms, lobby entrances, distinctive colors

and materials, landscaping and other such contrasting design elements will be introduced to distinguish buildings from one another, create landmarks and enhance way-finding.

The use of enhanced landscaping with organized plant material patterns will provide a clear visual design structure to the outside realm as well as the interior of the Uptown Newport PC to further enhance urban legibility and way-finding.



Figure 2-17: Uptown Newport park space as focal point and way-finding element

2. SITE PLANNING GUIDELINES AND STANDARDS

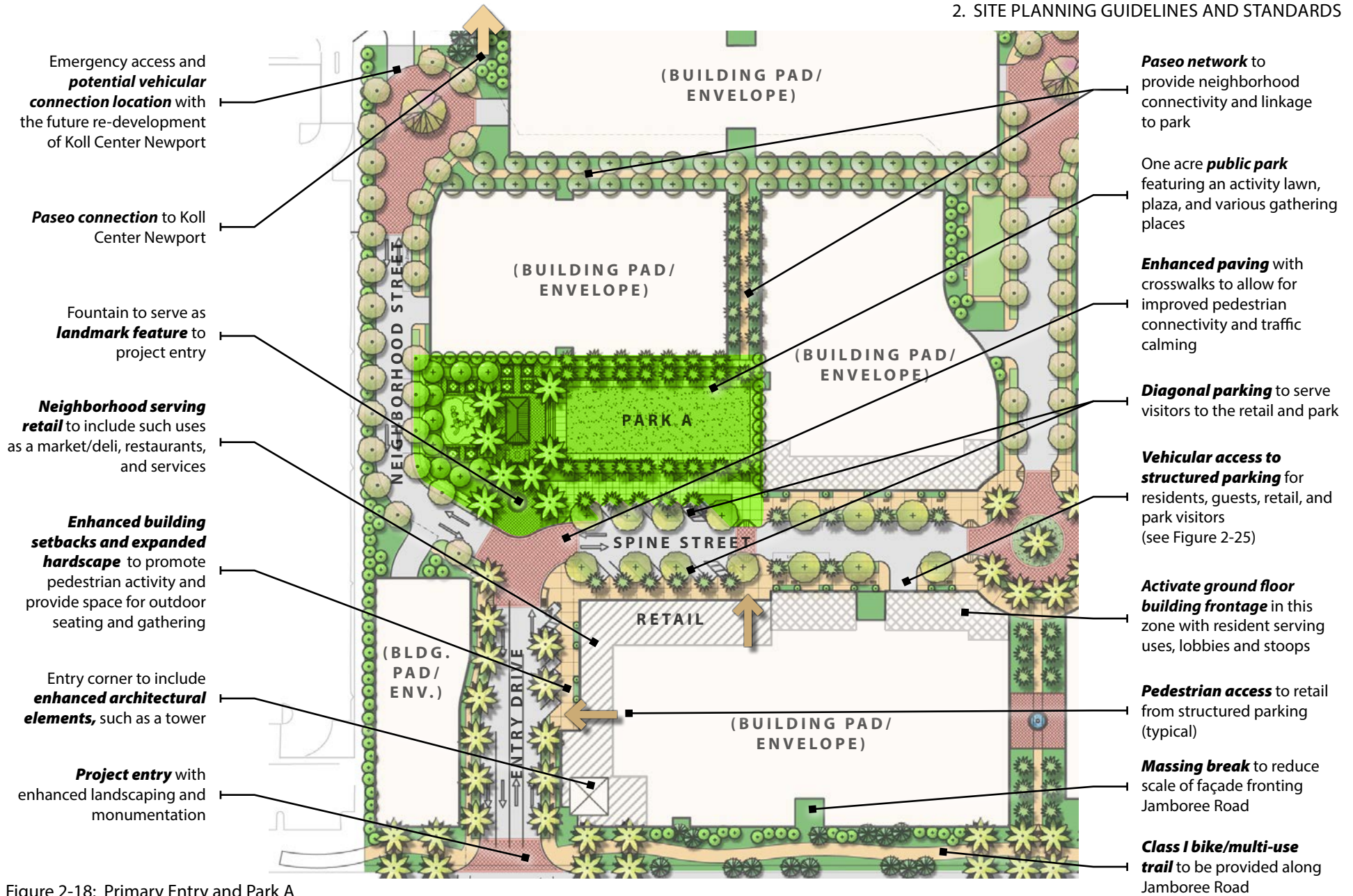


Figure 2-18: Primary Entry and Park A

2. SITE PLANNING GUIDELINES AND STANDARDS

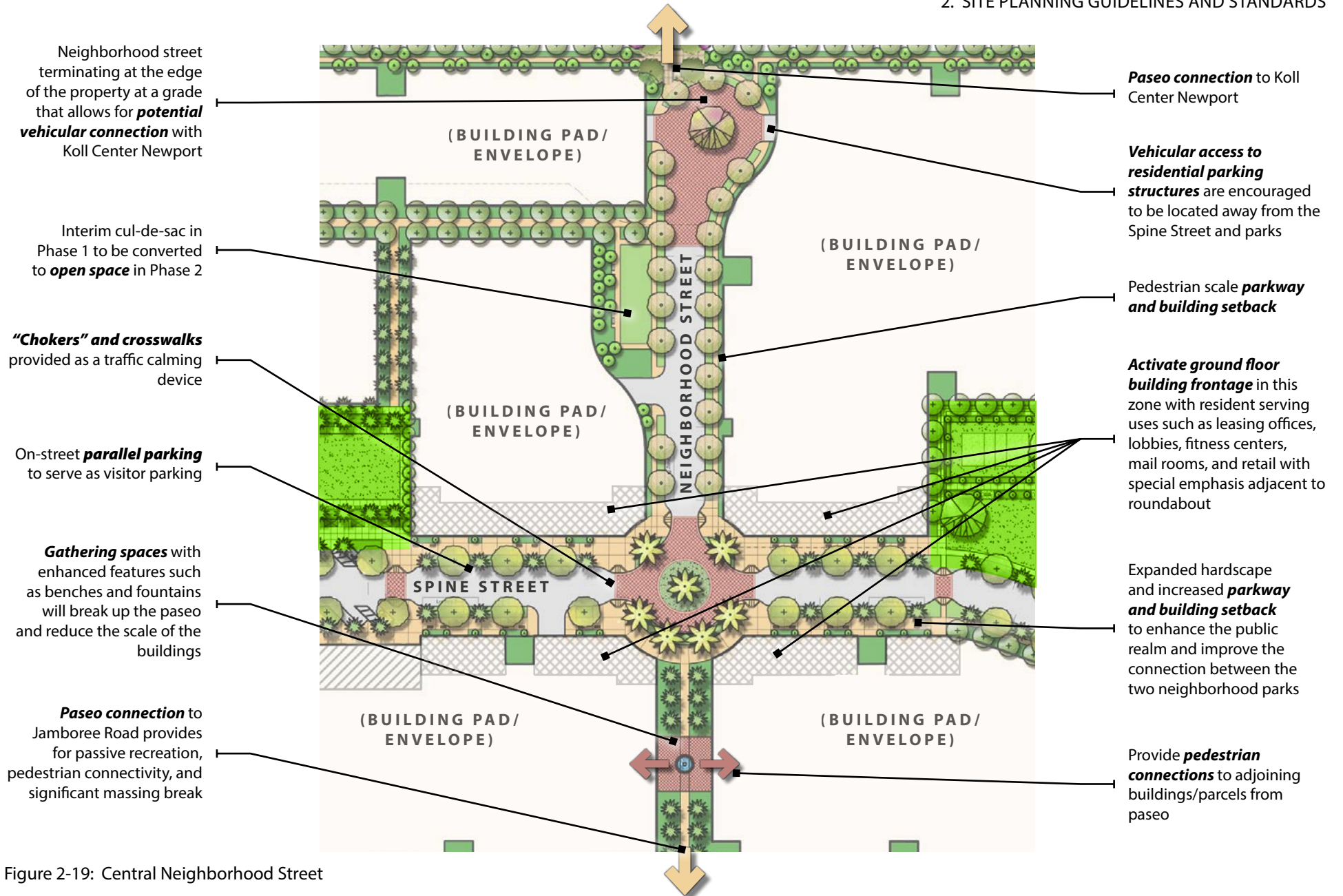


Figure 2-19: Central Neighborhood Street

2. SITE PLANNING GUIDELINES AND STANDARDS

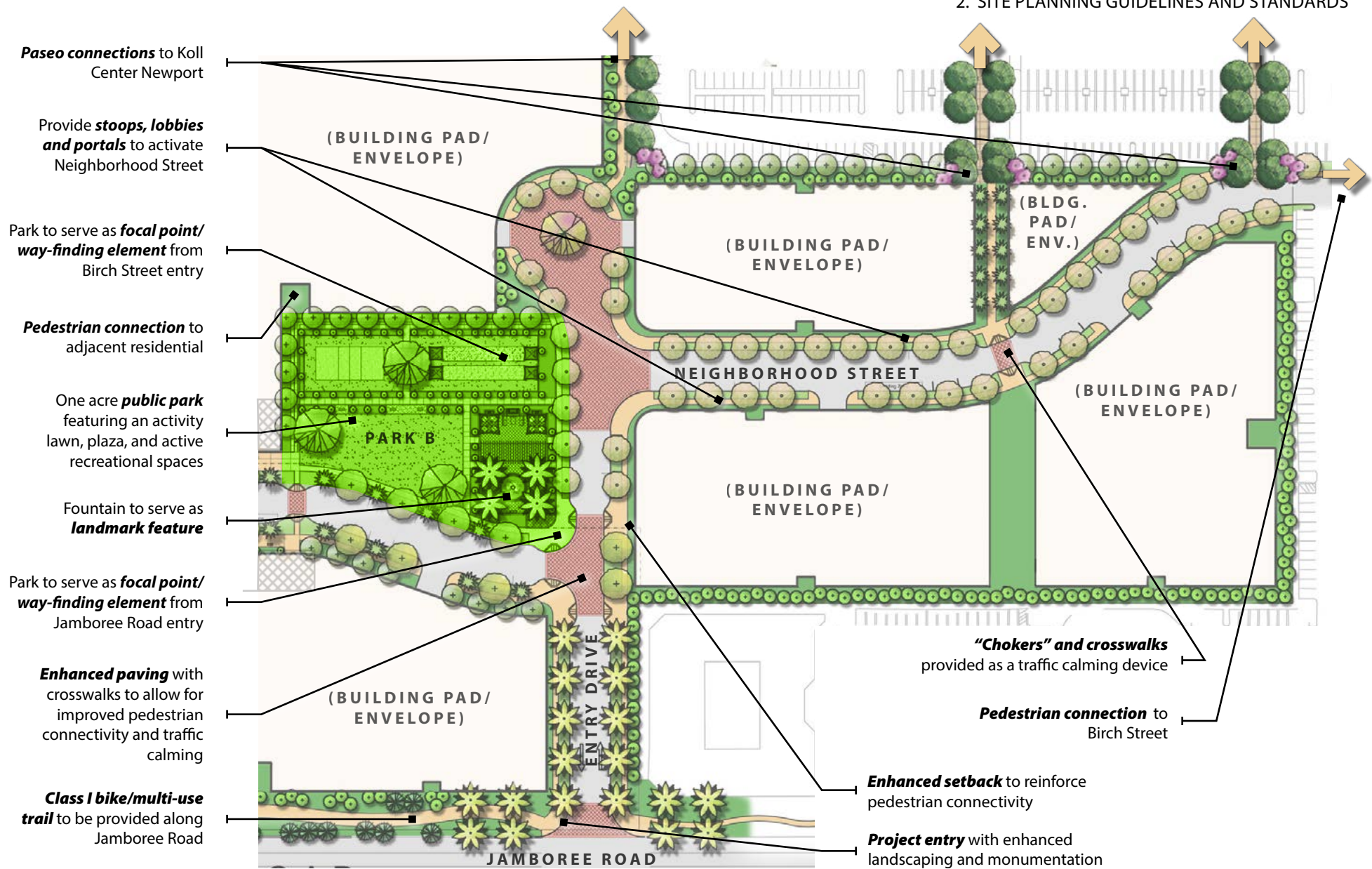


Figure 2-20: Secondary Entry, Birch Street Entry and Park B

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-21: Identifiable entry road



Figure 2-22: Spine Street with retail node

2.3 ROADWAY CIRCULATION

Primary access to Uptown Newport will be from the signalized intersection at Fairchild Road, secondary access will be off Jamboree Road at the eastern edge of the project frontage, and a third access point off Birch Street in Phase 2. Project roadways within Uptown Newport have been arranged to establish clear and convenient access to individual development parcels, structured parking entrances and on-street parking within Uptown Newport. A central Neighborhood Street will allow for future connectivity to Von Karman Avenue when the Koll Center Newport develops.

2.3.1 Street Hierarchy

The proposed development will provide attractive roadways that promote both safe and convenient driving practices as well as encourage street level pedestrian activity (Figure 2-23). The two access drives off of Jamboree Road will connect via the Spine Street, which serves as the primary vehicular circulation for the site. A third Entry Drive is provided off of Birch Street on the easterly side of Uptown Newport in Phase 2. Neighborhood streets take access off the Spine Street, and provide access to individual building parcels. A Neighborhood Street on the westerly side of the property will provide an emergency vehicular connection to Von Karman Avenue through the Koll Center Newport. In addition, the central Neighborhood Street in Uptown Newport will facilitate future connectivity through the Koll Center Newport in accordance with the General Plan, including public access for pedestrians, bicycles, and vehicles.

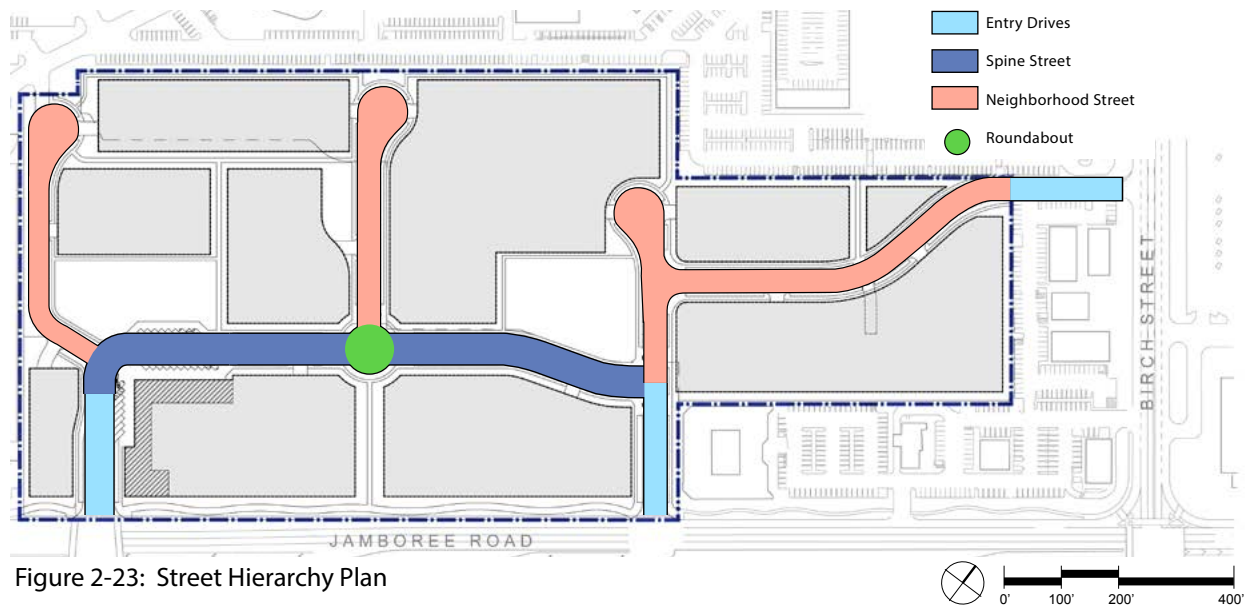


Figure 2-23: Street Hierarchy Plan

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-24: Spine Street parkway



Figure 2-25: Neighborhood Street parkway

2.3.2 Streetscapes

Streetscapes within Uptown Newport are scaled according to their function within the circulation hierarchy. The Entry Drives feature large parkways and building setbacks, as well as enhanced landscaping.

The Spine Street features enhanced parkways, sidewalk improvements and increased building setbacks creating an attractive, identifiable streetscape and expansion of the public realm (Figure 2-24). At the mixed-use node, the Spine Street features increased hardscape and the option of outdoor seating and dining areas.

The Neighborhood Streets also feature landscaped parkways with sidewalks separated from the curb (Figure 2-25). These streets will feature smaller building setbacks and parkways to create an intimate pedestrian scale streetscape from which to engage front stoops and building entries.



Figure 2-26: Mixed-use node along Spine Street

2.3.3 Traffic-Calming

The use of traffic-calming devices within Uptown Newport has been incorporated into the design of the street improvements to reduce traffic speed and encourage pedestrian activity. These traffic-calming devices include a traffic roundabout located on the Spine Street, and “chokers,” where the street width is reduced in key locations at intersections and important pedestrian crossings. Textured paving will also be used on the roadway surface to slow traffic and establish visual cues that encourage reduced travel speeds (Figures 2-27).

2.3.4 Knuckle and Cul-de-sac Conditions

The use of enhanced materials will be provided within knuckle conditions and cul-de-sacs to enhance the visual qualities of areas requiring expanded paving. These materials may include scored concrete, stamped concrete, brick or concrete pavers. Tree pockets and islands are encouraged within cul-de-sacs (subject to Fire Department approval).



Figure 2-27: Street choker at mid-block crossing

2. SITE PLANNING GUIDELINES AND STANDARDS

2.4 PARKING

Uptown Newport is anticipated to provide structured parking for residents and visitors, along with on-street parking along project roadways. Structured parking must be encapsulated or screened. Surface parking lots are not permitted within Uptown Newport.

2.4.1 On-Street Parking

Diagonal on-street parking is provided for convenient short-term parking by visitors and residents for the retail and park areas. Parallel on-street parking is also provided throughout Uptown Newport for short-term parking by visitors and residents. On-street parking may be credited toward parking requirements for adjacent commercial and residential projects. Designated spaces will be provided for the public parks during park hours of operation.

On-street parallel and diagonal parking is permitted throughout the community and encouraged in locations that are likely to attract significant visitor concentrations such as mixed use retail facilities, residential leasing offices and park amenities. On-Street parking shall be free of charge.



Figure 2-28: Parallel parking



Figure 2-29: Diagonal parking

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-30: Entrance to at-grade structured parking



Figure 2-31: Interior of structured parking

2.4.2 Structured Parking

Structured parking is anticipated to be provided within individual building parcels and will serve residents and visitors alike. Resident parking will be provided in designated areas and can be secured with walls, gates, or fencing. Visitor parking will be provided in designated areas within the parking structure. To supplement on-street parking for retail and park uses, structured parking for retail uses and the public parks will be provided in designated areas of buildings adjacent to the retail and park uses. Pedestrian access from structured parking to the retail core shall be provided in a manner similar to Figure 2-32.

2.4.3 Parcel Access/Vehicular Access to Parking

To maintain the visual continuity of streetscapes, control traffic movements and enhance the pedestrian experience, vehicular access to residential parking should be avoided to the extent practical to buildings directly adjacent to the parks and along the Spine Street. Final locations will be determined during site plan review.

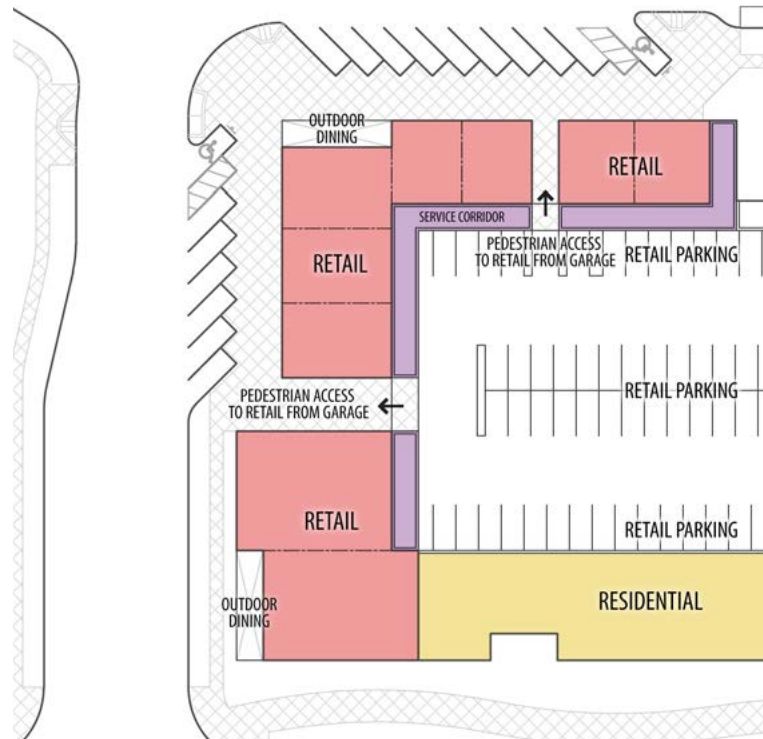


Figure 2-32: Conceptual retail parking configuration

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-33: Standpipe

2.5 FIRE/EMERGENCY ACCESS

New residential and commercial development will provide efficient circulation for service and emergency vehicles. Turf-block may be used for vehicular access in landscape areas subject to Fire Department approval. The implementation of a footpath system that provides firefighting personnel with access to standpipes with clear connections to the emergency vehicular road network will be incorporated during the site plan review process to ensure adequate access for fire and

emergency crews. This is anticipated to be allowed to extend emergency access to areas that are otherwise remote by conventional standards. Figure 2-35 provides a general depiction of master site planning measures that may be utilized in addressing fire access criteria.



Figure 2-34: Fire access pathway

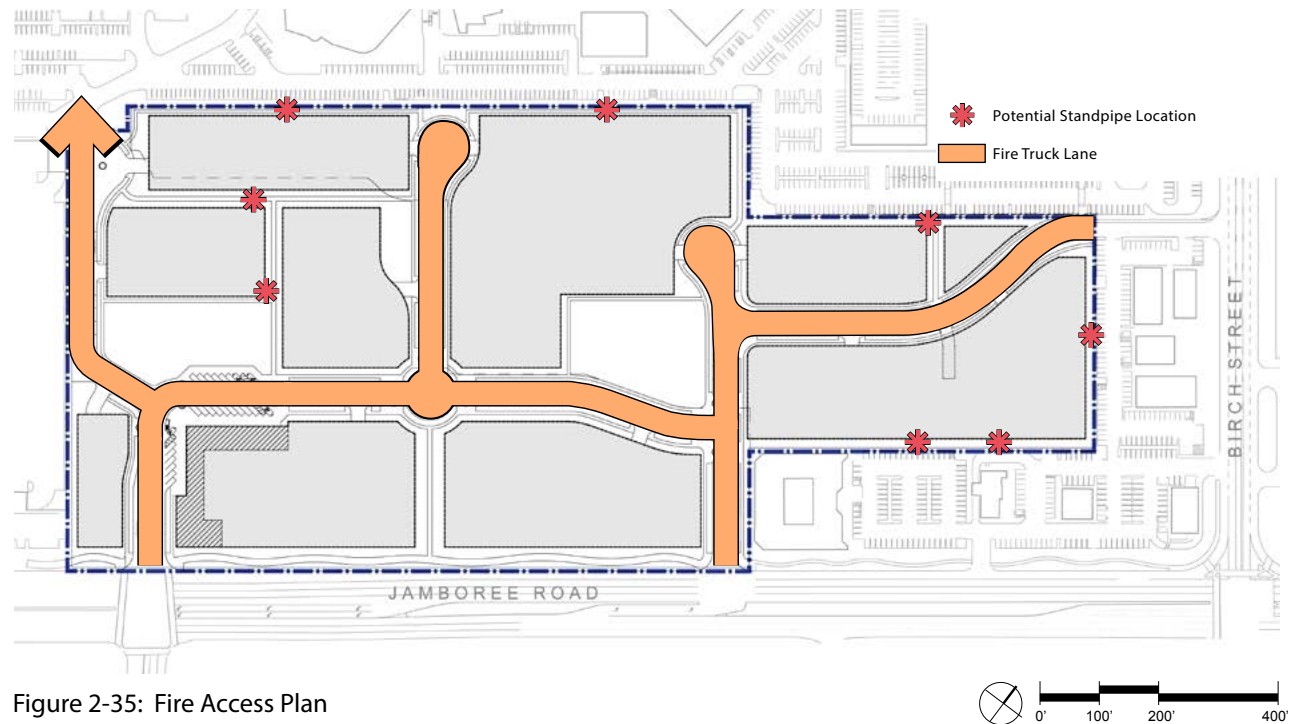


Figure 2-35: Fire Access Plan

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-36: Existing Jamboree Road sidewalk

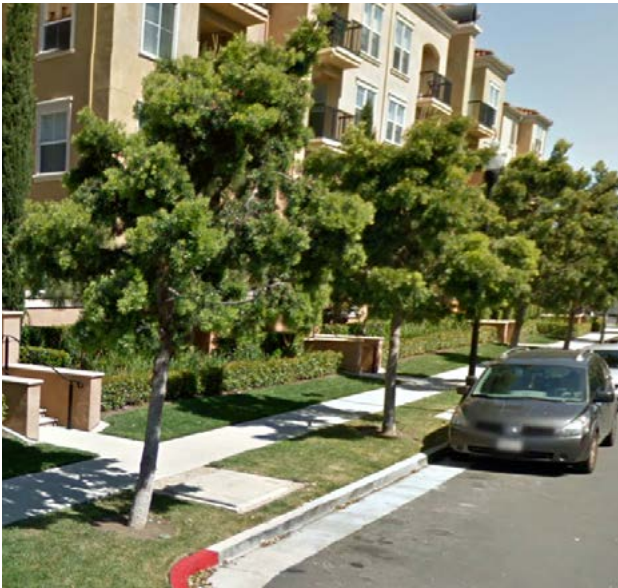


Figure 2-37: Pedestrian circulation on internal sidewalks

2.6 PEDESTRIAN AND BICYCLE CIRCULATION**2.6.1 Jamboree Road Class I Bike and Multi-Use Trail**

Uptown Newport will include a twelve-foot (12') wide Class I bike and multi-use trail adjacent to the site along Jamboree Road. The trail will implement the General Plan master trail along the project frontage, and will allow for improved access to Uptown Newport from the surrounding region.

2.6.2 Internal Sidewalks

Uptown Newport streets will feature curb-separated sidewalks for an enhanced pedestrian experience. These sidewalks will connect to the on-site network of paseos as well as the existing sidewalks and trails adjacent to the site.

2.6.3 Paseos

The Uptown Newport PC includes a network of paseos that serve as pedestrian-friendly greenbelts, providing connectivity to surrounding properties as well as providing pedestrian circulation within the village. The primary paseo runs perpendicular to Jamboree Road and connects Koll Center Newport to the Jamboree Road Class I bike/multi-use trail, and provides central

access to the neighborhood parks and mixed use node. Public gathering spaces must be provided in this paseo. A secondary paseo running parallel to Jamboree Road provides connectivity between the parcels served by the two Neighborhood Street cul-de-sacs. Additional paseo connections from the parks and neighborhoods to the Koll Center Newport are provided to enhance connectivity and welcome visitors from surrounding properties.

The paseos are designed to promote pedestrian and bicycle circulation, provide for recreational opportunities such as walking and jogging, and provide such amenities as benches, fountains, plazas and other pedestrian-oriented facilities.

2.6.4 Pedestrian Circulation within Parcels

Individual residential projects within Uptown Newport should develop a comprehensive pedestrian network that connects private plazas, defined courtyards and other open space elements through clearly defined building circulation to project streets and greenbelts. Project-wide open space elements within Uptown Newport have been clearly linked to adjacent parcels.



Figure 2-38: Public gathering space within paseo



Figure 2-39: Pedestrian connections between buildings

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-40: Resident loading zone

2.7 SERVICE AND LOADING

Loading areas for residential moving vans and retail loading vans will be provided within the Uptown Newport street system to provide convenient proximity to lobbies, secondary elevators, or other principal circulation elements within project buildings. Figure 2-41 shows potential areas where loading zones are encouraged to be located. Final locations for residential and retail loading zones will be determined during building plan review.

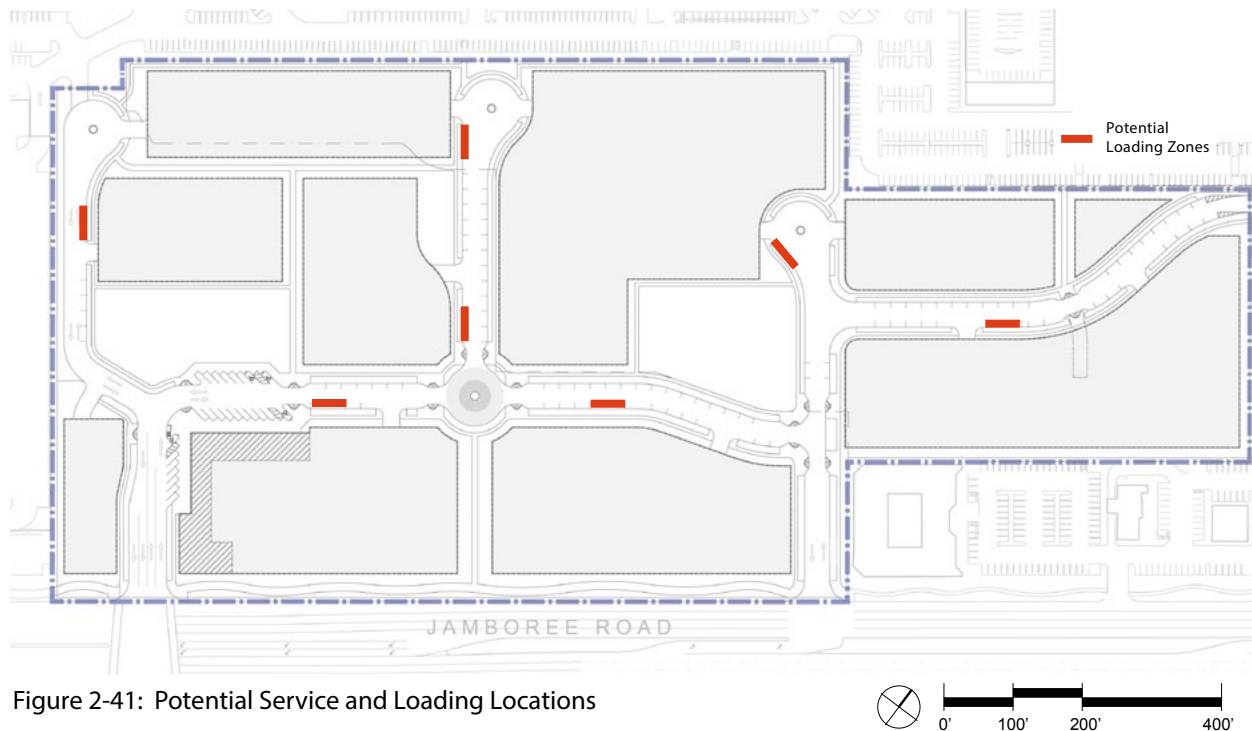


Figure 2-41: Potential Service and Loading Locations

3. ARCHITECTURAL GUIDELINES



Figure 3-1: Koll Center Newport



Figure 3-2: Conexant property



Figure 3-3: Adjacent retail on Jamboree Road

3.1 INTRODUCTION**3.1.1 Purpose**

The purpose of these Design Guidelines is to provide design direction and establish expectations for builders and developers of individual parcels within Uptown Newport. It will also provide the City of Newport Beach with guidelines from which to measure conformance when reviewing development applications for buildings proposed within Uptown Newport.

3.1.2 Architectural Context

The surrounding airport area includes a mix of commercial and light industrial uses. Varied architectural styles emerge in the surrounding properties, with many of the buildings being reflective of styles prevalent in the 1970's and 1980's time periods in which they were built. While architecturally eclectic in nature, buildings surrounding the property were predominantly designed for commercial office purposes and include high-rise glass curtain wall structures, wood-sided low rise multi-tenant facilities and "boutique" offices built for specific users.

3.1.3 Scale Context

The height of buildings found in surrounding properties varies substantially, and includes small single-story, low-rise, mid-rise and high-rise (10+ story) structures. Mid-rise and high-rise residential buildings are prevalent northerly of the site along Jamboree Road and adjacent to the site along Birch Street.

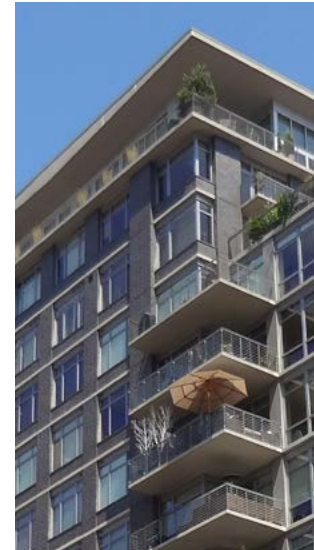
3. ARCHITECTURAL GUIDELINES



3.2 ARCHITECTURAL CHARACTER FOR UPTOWN NEWPORT

3.2.1 Theme and Character

The theme of Uptown Newport embodies a collection and blending of traditional, modern and contemporary styles to establish a dynamic urban village with diverse architecture.



3. ARCHITECTURAL GUIDELINES



Figure 3-4: Straightforward geometry and expression of floor levels



Figure 3-5: Building defining and activating the street edge

In respecting the commercial context of the project vicinity and the hierarchy and development patterns established in the master plan, buildings should evoke an urban character in form and function, reflect straightforward geometry and show an expression of floor levels and structure. As described in the following sections of this document, buildings should follow sound design principles by incorporating massing and proportion, structure, simple roof forms, fenestration, balconies, accent elements, materials and colors into a unified architectural expression. Buildings in Uptown Newport shall convey a timeless architecture.



Figure 3-6: **DISCOURAGED** - does not embody urban character

3. ARCHITECTURAL GUIDELINES



Figure 3-7: Traditional materials and details



Figure 3-8: Traditional building drawing inspiration from historical styles



Figure 3-9: Traditional facade elements



Figure 3-10: Traditional forms and details

Figure 3-11: **NOT ALLOWED** - heavily themed buildings**3.2.2 Traditional Architecture**

For the purpose of these Guidelines, traditional architecture may draw inspiration from such historic styles as Georgian, Italianate, Colonial Revival, Tuscan, Italian Renaissance and Monterey. Building design and execution should be sensitive to current construction practices and should not attempt to literally replicate historic styles. Traditional architecture need not aspire to an historic style but should exhibit clearly defined fenestration patterns and wall mass and appropriately scaled detailing. A range of materials may be used including plaster, siding and masonry. The use of heavily rustic materials is not recommended. The use of metal should be reserved for trim and ornamentation.

Ornate and heavily themed styles, such as Tudor, Victorian and Beaux Arts are not allowed.

3. ARCHITECTURAL GUIDELINES



Figure 3-12: Contemporary metal and glass exterior



Figure 3-14: Contemporary courtyard space



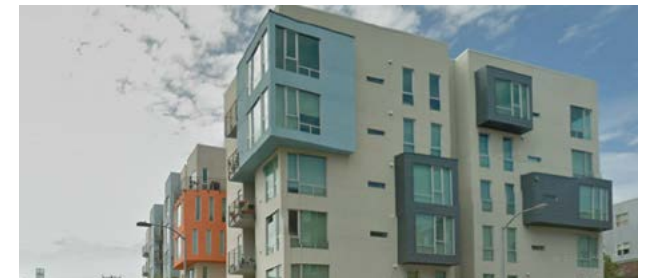
Figure 3-13: Large window openings with expansive corner glass elements

Figure 3-15: **NOT ALLOWED** - arbitrary roof forms**3.2.3 Modern/Contemporary Architecture**

Modern architecture may be characterized by simple form where the design is expressed by the materials and structure of the building rather than by historically-based massing, proportion and ornamentation. Walls need not be used to visually imply structural support as in historically based design. Rather, the spirit of modern design may introduce clean, bold lines where the façade appears to be hung from the structural super structure. Large window openings typify modern architecture and may include floor to ceiling glass or windows that wrap around corners. Cantilevered projections are often provided to dramatize the non-bearing nature of the walls.

Metal, glass and smooth-finished wall materials may be used for exterior treatments. Masonry elements should be applied in geometric patterns.

While contemporary styles often radically break from traditional form and composition and include bold juxtapositions of massing and material, the incorporation of such architecture within Uptown Newport must execute design restraint and maintain a degree of regimentation and discipline to offer a more timeless expression. Forms and elements that are arbitrary and unrelated to the balance of a building's architectural composition are strongly discouraged.

Figure 3-16: **NOT ALLOWED** - arbitrary facade forms

3. ARCHITECTURAL GUIDELINES



Figure 3-17: Orthogonal building reinforcing street grid

3.3 URBAN DESIGN GUIDELINES**3.3.1 Building Orientation**

Residential buildings should generally be organized parallel and perpendicular to adjoining project streets to support the traditional urban design character proposed for Uptown Newport. This orthogonal orientation will help facilitate the connectivity of the public street and park realm to pedestrian-friendly courtyards, paseos and other such intimately-scaled spaces within the individual development parcels.

Where buildings front onto parks and greenbelts, an orthogonal orientation is also recommended to reinforce a traditional geometry, define edges and help “contain” the urban open space. In areas between parcels and where physical separation occurs, buildings should be sited and shaped such that the spaces created between buildings provide opportunities for pedestrian plazas, courtyards and ordered landscape elements.

3.3.2 Relationships of Buildings to Streets

In keeping with the vision of creating an urban village, buildings in Uptown Newport should be designed with a strong street presence. Principal facades should predominantly conform to minimum street setbacks. Except where mandated massing breaks are implemented, deviation from the minimum setback for principal facades should generally be limited to no more than 4-6 feet such that continuity in the urban character of the village is maintained.



Figure 3-18: Orthogonal courtyard relationship



Figure 3-19: Strong street presence



Figure 3-20: Building defining park edge

3. ARCHITECTURAL GUIDELINES



Figure 3-21: Variation in massing through a variety of materials and articulated elements

3.3.3 “Block” Massing

Building facades facing internal streets and project perimeters visible to the greater community should incorporate a variety of materials, design treatments and articulation of elevations to promote interest and provide a varied architectural expression. To avoid continuous uninterrupted building planes, horizontal modulation in facade setbacks should be provided such that the resulting break in massing introduces the play of shade and shadow to the exterior elevations. In such conditions, changes to colors, materials and architectural character should be implemented in a deliberate manner that corresponds to massing breaks. Facades should generally offer architectural variation in increments of 100-125 horizontal feet or less. Compositions of simple forms is encouraged.



Figure 3-22: Massing break incorporating horizontal and vertical elements



Figure 3-23: Horizontal massing break



Figure 3-24: Variation in building height through a reduction in the number of floors

3. ARCHITECTURAL GUIDELINES

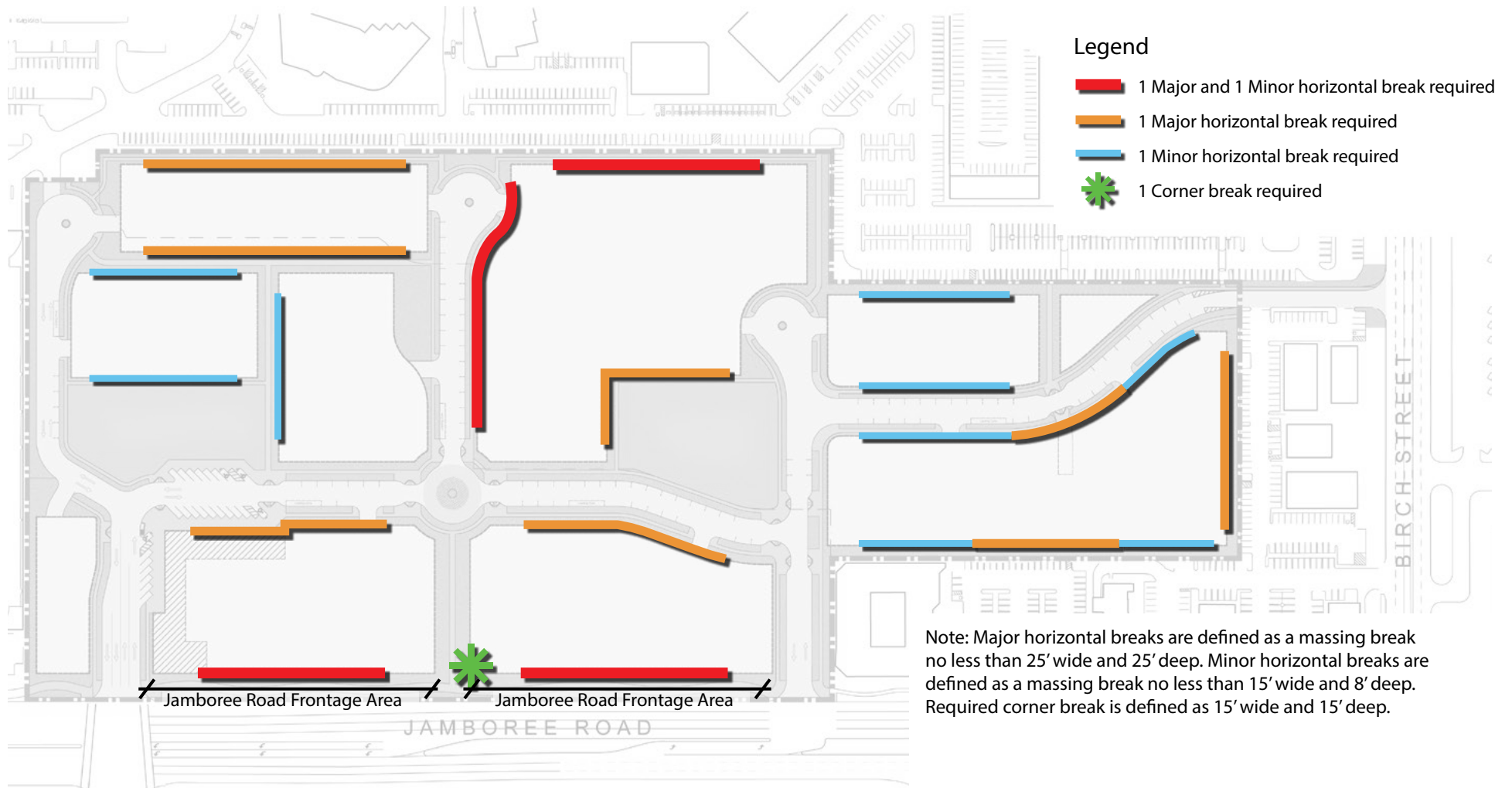


Figure 3-25: Horizontal massing breaks

3. ARCHITECTURAL GUIDELINES

Jamboree Frontage

Larger massing elements are appropriate on Jamboree Road frontage in response to surrounding development context, expansive width of the street and the perception of associated vehicular travel speed. In order to break the primary frontage into two sub-blocks, a 50'-wide mid-block greenbelt has been provided.

Variation in building height is mandatory within the Jamboree Road frontage. At a minimum, two of the following elements must be used in each "Jamboree Road Frontage Area" designated on Figure 3-25:

- Tower element (appearing at least one story taller than surrounding massing);
- Increased ceiling height on selected upper floor residential units;
- Mezzanines in selected upper floor residential units; and
- Increase or reduction in the number of floors in selected areas.
- Increased parapet height on upper units



Figure 3-26: Horizontal massing break



Figure 3-27: Variation in building height through a reduction in the number of floors



Figure 3-28: Horizontal massing break and tower element

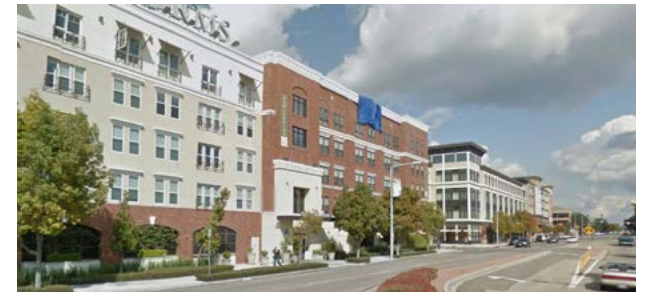


Figure 3-29: Introduction of massing proportions to scale of roadway



Figure 3-30: **DISCOURAGED** - overly repetitive forms and accent elements

3. ARCHITECTURAL GUIDELINES



Figure 3-31: Drop-off for high-rise building partially concealed by low-rise element

3.3.4 High-Rise Building Massing and Siting

High-rise buildings are strongly encouraged to incorporate low-rise elements that provide for a step-back to the tower element in order to create a more human scale at the public realm. Should step-back conditions not be provided, increased building setbacks are required. Towers should be offset from each other to enhance view opportunities from all four sides of the building. If towers do face each other, adequate separation (minimum 75 feet) should be provided.

The design of roof decks and outdoor recreational amenities should be incorporated into the overall architectural composition of high-rise buildings.

When high-rise buildings engage the street-level, elements such as enhanced exterior finishes and materials, canopies, lobbies and awnings shall be incorporated to reinforce the pedestrian-scale environment for Uptown Newport.

Designated passenger drop-off areas at street level may be provided in front of the main pedestrian entrance of high rise buildings and may include canopies or other such coverings for weather protection, building identification, or for additional way-finding.

Drop-off entrances for high-rise buildings separated from the street network may also be provided. Paving, landscape materials and other such elements of the drop-off area shall complement the urban design of the adjoining street.



Figure 3-32: Low-rise massing providing a step-back to high-rise element



Figure 3-33: Low-rise massing and increased building setback for high-rise

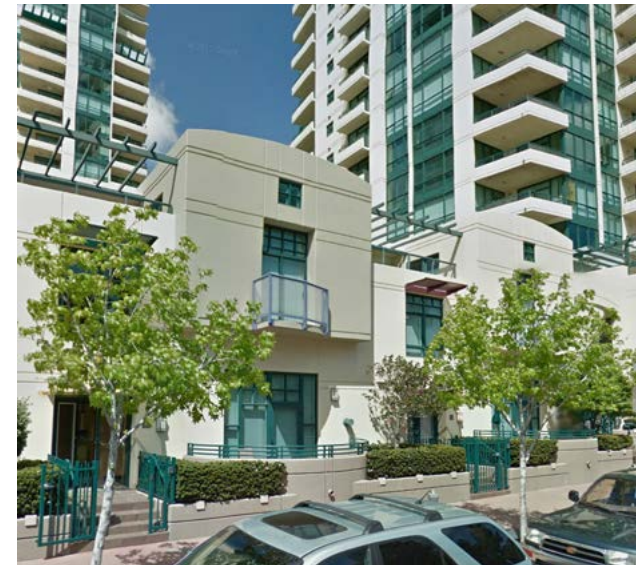


Figure 3-34: Offset high-rise buildings to provide views on all four sides of each building

3. ARCHITECTURAL GUIDELINES



Figure 3-35: Reduction in building height as focal point



Figure 3-36: Step-back as focal point

3.3.5 Community Focal Points

Key locations within the project have been specifically identified for the implementation of special architectural features. These features are to be located at the entries to Uptown Newport, at portions of buildings that become focal points based on the juxtaposition and patterns of project roadways, and in key building frontages adjacent to park space and other locations that are visually prominent within the community (see Figure 3-39). These features may include the introduction of tower elements, enhanced fenestration or materials, reductions in building height and building step-backs by upper floors.



Figure 3-37: Tower as focal point

In addition to the focal point locations, tower elements are encouraged to be introduced to serve as architectural features to enhance the overall design and massing composition of project buildings. Towers may be used to incorporate roof stairway access and elevator over-rides, may be integrated into the functional design of residential units, or may be for the sole purpose of architectural interest. Towers should appear to be complete in form and detail from all vantage points.



Figure 3-38: Enhanced fenestration as focal point

3. ARCHITECTURAL GUIDELINES



Figure 3-39 Community Focal Points

3. ARCHITECTURAL GUIDELINES



Figure 3-40: Building lobby as street activator



Figure 3-41: Shading device incorporated into street-front uses

3.3.6 Street Activators

Building lobbies, common spaces, front entry stoops and raised private patios shall be provided within Uptown Newport to engage internal project streets and enhance the pedestrian interface. Although these elements will be provided throughout Uptown Newport, special emphasis will be given to activating the street level of buildings facing the Spine Street (see Figure 2-19). As described on the following pages of this document, these elements will be designed to provide a human scale to the community. Shading and weather protection devices may be incorporated into these street-front elements.



Figure 3-42: Retail as a street activator

Resident Serving Facilities

Private resident serving uses such as clubhouses, fitness centers, business centers and mail rooms are encouraged to be located at the street frontage. If compatible with the architecture of the building, the uses should embody a retail storefront-like aesthetic.



Figure 3-43: Private resident serving facility



Figure 3-44: Private resident serving facility

3. ARCHITECTURAL GUIDELINES



Figure 3-45: Restaurant use with outdoor dining



Figure 3-47: Outdoor displays for retail may be used to activate the street



Figure 3-46: Store-front window with solid base



Figure 3-48: Variation in store-fronts is encouraged

Retail

A minimum of twelve feet (12'-0") in floor-to-floor height for the retail uses should be provided. Ground floor retail spaces should be articulated with an emphasis on storefront glass. Storefront glazing is encouraged to provide a minimum of ten feet (10'-0") in height from the adjacent sidewalk. While storefront windows may extend to the ground, they should feature a solid base finished with high-quality materials.

To promote accessibility, ground floor retail and street-fronting resident serving facilities should have a floor elevation that approximates the surface elevation of the adjoining public sidewalk. Outdoor seating and dining areas are encouraged on sidewalks adjacent to retail uses.

Figure 3-49: **NOT ALLOWED** - Low floor-to-floor height at first floor

3. ARCHITECTURAL GUIDELINES



Figure 3-50: Two-story lobbies are encouraged



Figure 3-52: Lobbies to mark buildings and promote way-finding

**Lobbies**

Condominium and apartment buildings shall feature street-facing central lobbies. Lobby entrances shall be articulated and distinguished through materials, details and textures from other areas of the facade. Entry canopies of high quality material and design are encouraged and may project into the building setback up to five feet (5'-0").



Figure 3-51: Enhanced materials and canopy



Figure 3-53: Recessed lobby entrance

Figure 3-54: **DISCOURAGED** - understated lobby is not distinguished from building facade

3. ARCHITECTURAL GUIDELINES



Figure 3-55: Enhanced door and window materials



Figure 3-57: Architectural detail incorporated into stoops and first floor patio



Figure 3-56: Stoops integrated into the base of the building



Figure 3-58: First floor patio designed to provide privacy



Figure 3-59: First floor patio as a street activator

Stoops

Stoops for private residences should be provided throughout Uptown Newport. Stoops are not permitted for uses fronting onto Jamboree Road. Openings to residences should be comprised of enhanced materials and trim.

First Floor Patios

To further enhance street activity within Uptown Newport, first floor patios for private residences are permitted throughout Uptown Newport. First floor patios should be raised above the sidewalk level. Rails should be designed to provide privacy to the patio.

3. ARCHITECTURAL GUIDELINES

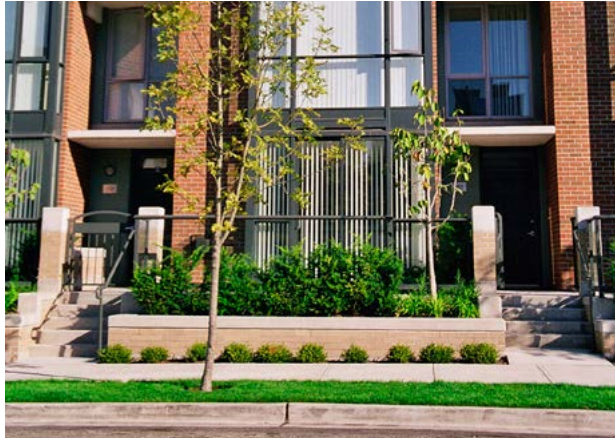


Figure 3-60: Building elevated above street level



Figure 3-61: Building elevated above street level

3.3.7 Ground Floor Relationships to Streets and Perimeter Conditions

In order to provide privacy for street level residential uses, finished floors should generally be located approximately two feet (2'-0") above the adjacent street elevation. Retail storefronts and other semi-public street level improvements are encouraged to be generally flush with the adjacent sidewalk or shall incorporate terraces to accommodate a positive relationship to the public realm.

Figure 3-62: **DISCOURAGED** - residences below the level of the adjoining sidewalk

3. ARCHITECTURAL GUIDELINES



Figure 3-63: Buffer irrigation equipment with plant material



Figure 3-64: Utility infrastructure placed in below-grade vaults

3.3.8 Screening Elements

To the extent practical, above-grade utility vaults and such infrastructure equipment as backflow preventers at domestic water meters, irrigation controllers, and cable television pedestals should be screened from public right-of-way views with dense landscaping and/or walls of materials and finishes compatible with adjacent buildings. Above grade utilities should be visually buffered with low walls or plant material.

Chain link fencing is not allowed, except temporary fencing to screen construction areas. Service door and mechanical screen colors should be the same as, or compatible to, the adjacent wall colors.

3. ARCHITECTURAL GUIDELINES



Figure 3-65: Accessibility ramp screened by landscaping



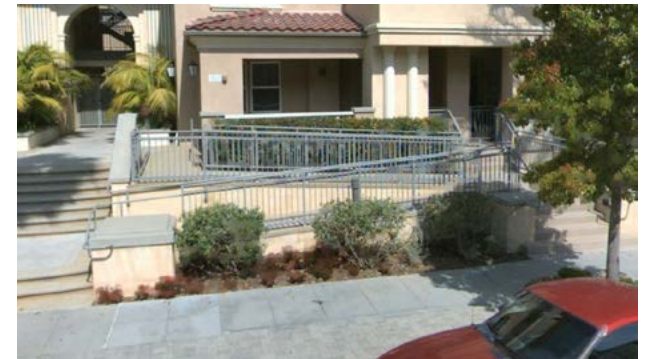
Figure 3-67: Double-sided half-stop elevators may be utilized instead of ramps



Figure 3-66: Accessibility ramp integrated into building design



Figure 3-68: Accessibility ramp screened by landscaping

Figure 3-69: **NOT ALLOWED** - ramp not adequately screened or integrated into architectural design

3. ARCHITECTURAL GUIDELINES

3.4 BUILDING DESIGN**3.4.1 Massing and Building Form Articulation**

Massing should offer simple contrasts between adjoining components. All four sides of each building should be designed with elevations that are well integrated with the overall building composition.



Figure 3-70: Top element



Figure 3-71: Example of composition of base, middle, and top elements

Architectural interest should be incorporated into the facades of all buildings in Uptown Newport. This may be achieved through articulated base treatments which respond to the pedestrian scale, horizontal or vertical variation in fenestration treatments, horizontal or vertical layering of façade planes, forms and materials, or by incorporating elements such as canopies, columns and recesses to create depth and interest to different parts of the facade,

Though not mandated, the incorporation of a legible base, middle and top should be considered for the design of buildings within Uptown Newport. In this approach, base, middle and top portions may be visually defined by plane breaks, step-backs, horizontal banding, cornices or belt moulding.

The base should be differentiated through material, color, or rustication. Darker tones relative to other building field colors are generally encouraged within the building base with the application of lighter colors above. Exposed basement conditions shall incorporate architecture consistent with the base treatments. The design of first floor entry stoops and private patios shall also utilize a similar or complementary design vocabulary as the building base.

Top element distinguished by cornice lines and lighter color

Middle element forms a consistent body through window patterning

Base element differentiated through darker color and rustication

In general, the middle portion should form a consistent body to the building with simplified window and material patterning, consistent field color and restrained visual movement. If horizontal massing elements are not provided, the middle portion should be distinguished from the base and top by a clearly defined moulding or cornice line.

The top portion of the building may be distinguished by cornices at the roof line, articulated eaves and soffits or by visual accentuation through enhanced window heights, transoms and extended parapets. The top portion of the building should appear to be the lightest in color tone, material and form.

Building forms and massing should be articulated based on the scale and length of the façade and should be composed as deliberate architectural solutions. Buildings should not be articulated as an aggregation of “stacks” of individual residences.



Figure 3-72: Simple massing elements and variation in vertical and horizontal planes

3. ARCHITECTURAL GUIDELINES



Figure 3-74: Deliberate forms incorporated into corner

3.4.2 Corner Conditions

To create a successful urban design framework for blocks within Uptown Newport, corners of buildings should consist of deliberate forms and exterior elevation articulation. The front and side elevations of buildings on corner lots should be designed to “turn the corner.” The design of street corners of buildings on prominent parcels should incorporate such elements as unique towers, bays, wrapped balconies and ground floor treatments that are distinguishable from secondary building corners.

Residential units in corner conditions should include windows and allow for architectural features that orient to both adjacencies. Building entries may be integrated into the first floor corner conditions and are encouraged at street intersections and round-about locations. The location of stair towers, utility chases, and other non-occupied areas at building corners is discouraged.



Figure 3-73: Prominent corner



Figure 3-75: Balcony placed in corner condition and engaged in building mass

Figure 3-76: **NOT ALLOWED** - corner condition with windows orienting in only one direction

3. ARCHITECTURAL GUIDELINES

3.4.3 Roofs

Roof forms should be integrated into the overall massing composition of each major building component and be complete or appear complete. Flat roofs and pitched roofs are permitted within Uptown Newport.

Flat roofs should incorporate variation in parapet heights to promote visual interest. Cornices, shading devices and other such horizontal projections may be utilized to create additional visual definition to the profile of flat roofs.

Where roofs are sloped, they should generally maintain a relatively shallow pitch (5:12 pitch or less). Pitched roofs on high-rise buildings are not encouraged, but, if incorporated into the design, may deploy steeper pitches to enhance visibility.

Where a combination of flat and pitched roof forms are incorporated into individual buildings, transitions between the roof forms should be associated with horizontal breaks in massing.

In accordance with NBMC, roofs should generally appear free of utility and communication devices when viewed from the public realm. Screening shall be consistent with the overall architectural design.



Figure 3-77: Flat roof with variation in parapet height



Figure 3-79: Pitched roofs



Figure 3-81: **DISCOURAGED** - arbitrary roof form



Figure 3-78: Flat roof with horizontal projection



Figure 3-80: Combination of flat and pitched roofs



Figure 3-82: **NOT ALLOWED** - non-integrated roof element

3. ARCHITECTURAL GUIDELINES



Figure 3-83: Window detailing



Figure 3-84: Vertical alignment of fenestration between floors

3.4.4 Fenestration

Composition

Fenestration between floors should be vertically aligned whenever possible. If opening widths are not vertically consistent between floors, the wider of the openings should be incorporated into the lower levels. Fenestration and modulation in a high-rise building should be designed to emphasize verticality.



Figure 3-85: Recessed window with header and sill



Figure 3-86: Window detailing



Figure 3-87: Recessed windows with headers and sills

Detail

Windows should generally be recessed from the exterior wall surface to depict the substance of the exterior wall mass and introduce shade and shadow. Window surrounds may be utilized to create the appearance of a recessed condition.

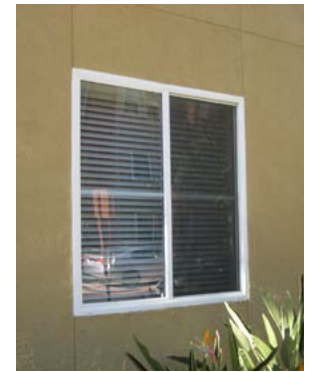
Windows that are flush with exterior wall surfaces may only be used if consistent with a building's overall architectural vocabulary. Such windows must incorporate reveals or other such detailing to demonstrate quality design.

Clear glazing is preferred and should be specified to reduce glare and reflectivity.

Windows with articulated frames are encouraged. Examples of articulated frames include enhanced trims, awnings, and cornice detailing. Window headers and sills should be of the same color.



Figure 3-88: Simple recessed window in contemporary facade

Figure 3-89: **NOT ALLOWED**
- Flush windows without trim or adequate detailing

3. ARCHITECTURAL GUIDELINES



Figure 3-90: Balcony wrapping building corner



Figure 3-92: Balcony wrapping building corner

3.4.5 Balconies

Balconies shall be integrated into the architecture of the building. Balconies may be designed to collectively create features within the overall composition and should be complementary to the massing, architecture and material palette of the building. Balconies may be utilized to wrap corner conditions to create visual interest to the building's architecture.

In order to maintain an urban architectural expression within Uptown Newport, balconies facing internal roadways are encouraged to be mostly recessed into the building volume. Projecting balconies, if located on internal streets, should not dominate the façade.



Figure 3-91: Recessed balconies integrated into building architecture



Figure 3-93: Balconies may be fully recessed

Figure 3-94: **DISCOURAGED** - balconies dominating the facade of the building

3. ARCHITECTURAL GUIDELINES



Figure 3-95: Rail detail on Juliet balcony



Figure 3-97: Transparent sound barrier on balcony to reduce noise impacts



Figure 3-98: Rail detail on contemporary building



Figure 3-96: Rail detail on traditional building



Figure 3-99: Rail detail on contemporary building

Balcony railings should be well detailed and balance transparency with privacy. Solid balcony walls are discouraged. Highly ornamental railing details are also discouraged.

The use of Juliet balconies as an architectural element is encouraged as a means of enhancing fenestration patterns and providing additional texture and detail to the façade.

To reduce noise impacts in certain areas of the site, balconies may contain Plexiglas or other such transparent sound barriers. The barriers may be mounted on hinges to allow residents to open or close them.

Figure 3-100: **DISCOURAGED** - solid balconies

3. ARCHITECTURAL GUIDELINES

3.4.6 Horizontal Design Treatments

Cornice lines, belt moldings, friezes or other kinds of horizontal design treatments should wrap the corners of the building and terminate only at a perpendicular surface. In order to provide contrast to the balance of the façade, horizontal design elements should incorporate thickness and depth or include substantial reveals.



Figure 3-101: Cornice lines wrapping building corners and terminating on a perpendicular surface



Figure 3-102: Horizontal banding with sufficient thickness and depth

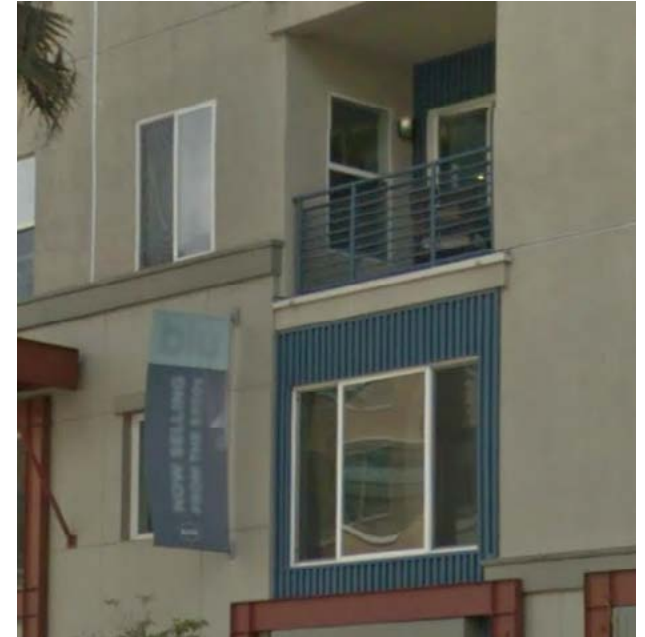


Figure 3-103: **NOT ALLOWED** - horizontal banding that does not integrate into the overall building facade

3. ARCHITECTURAL GUIDELINES



Figure 3-104: Masonry



Figure 3-106: Enhanced plaster wall and high density foam molding

3.4.7 Building Materials

Colors, materials, and finishes should be coordinated on all exterior elevations to achieve continuity of design. Stone, metal, exterior plaster, exterior insulated finishing systems (EIFS), brick, concrete, wood, metal, and glass are acceptable materials for building walls. Metal, wood, and glass are acceptable materials for railings. High density foam is an acceptable material for molding. Stripes and patterns are not appropriate, although retail storefronts may reflect the design theme of the merchant. Use of highly reflective building materials, such as polished metals and reflective glass, is not allowed as a primary building material, but may be considered in limited applications as accent elements. Tile, metal, and "green roof" systems are acceptable materials for roofs.



Figure 3-105: Metal panels



Figure 3-107: Plaster

Figure 3-108: **DISCOURAGED** - overly rustic materials

3. ARCHITECTURAL GUIDELINES



Figure 3-109: Change in materials occurring at plane breaks

Material changes should occur at plane breaks, preferably at inside corners or at step-backs and should be visually integral to the structure. The change of materials within a continuous horizontal plane is discouraged.



Figure 3-110 **NOT ALLOWED** - change in materials occurring on the same facade plane

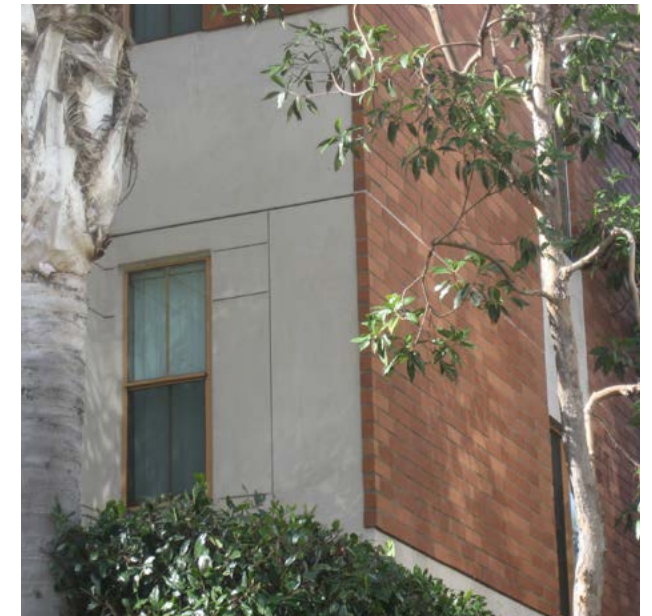


Figure 3-111: **NOT ALLOWED** - materials terminating on building corners

3. ARCHITECTURAL GUIDELINES



Figure 3-112: Color applied to emphasize base element



Figure 3-113: Colors rich in tone



Figure 3-114: Colors consistent with building massing elements

3.4.8 Colors

The palette of building colors should generally be warm and rich in tone, but be appropriate to the style of the building. Accent colors should be used purposefully to express entries, bases or special areas and should not be highly contrasting, arbitrary or graphic.

Color should be consistent within building massing elements. Changes in color should be applied to clearly define horizontal building planes and should not be applied at outside corners. The change of color within a vertical façade should occur in conjunction with cornices or other such physical horizontal elements. The changing of color in an uninterrupted horizontal plane is not allowed.

Roof flashing, rain gutters, drains, vents, and scuppers should harmonize in color with the building's architecture.

Figure 3-115: **DISCOURAGED** - excessive use of color variation

3. ARCHITECTURAL GUIDELINES

3.4.9 Exterior Building Lighting

The incorporation of exterior architectural lighting is encouraged to emphasize and highlight key building features, forms and details. The buildings may include accent lighting, up-lighting and grazing or washing techniques to emphasize vertical surfaces. Excessive lighting and glare should be avoided. Landscape lighting within the adjacent streetscapes or open space areas should be coordinated with the design of exterior building lighting.



Figure 3-116: Lighting used to emphasize focal point



Figure 3-117: Lighting emphasizing building features

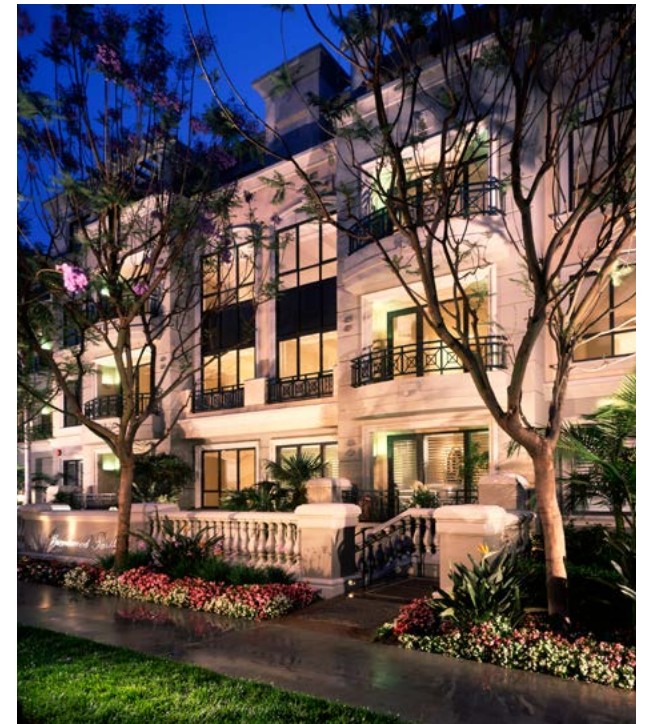


Figure 3-118: Lighting wash highlighting vertical surfaces

3. ARCHITECTURAL GUIDELINES

3.4.10 Architectural Enhancements

In addition to massing features, several locations within blocks and building parcels that are visually prominent to the community have been designated to include enhanced facade treatments (see Figure 3-119).

While quality design execution must be provided throughout Uptown Newport, these locations require such upgrades to finishes and materials as:

- Expanded masonry
- Metal panels or siding
- Rusticated base elements
- Enhanced window systems
- Enhanced door specifications.

Particular attention and enhancement shall be placed on the exterior elevations of the first floor (street level) and base of the buildings in these locations to enhance the pedestrian/public realm experience. Balcony rails, canopies, and other building elements may require additional ornamentation or execution of trim and detail appropriate to the building's architectural vocabulary.

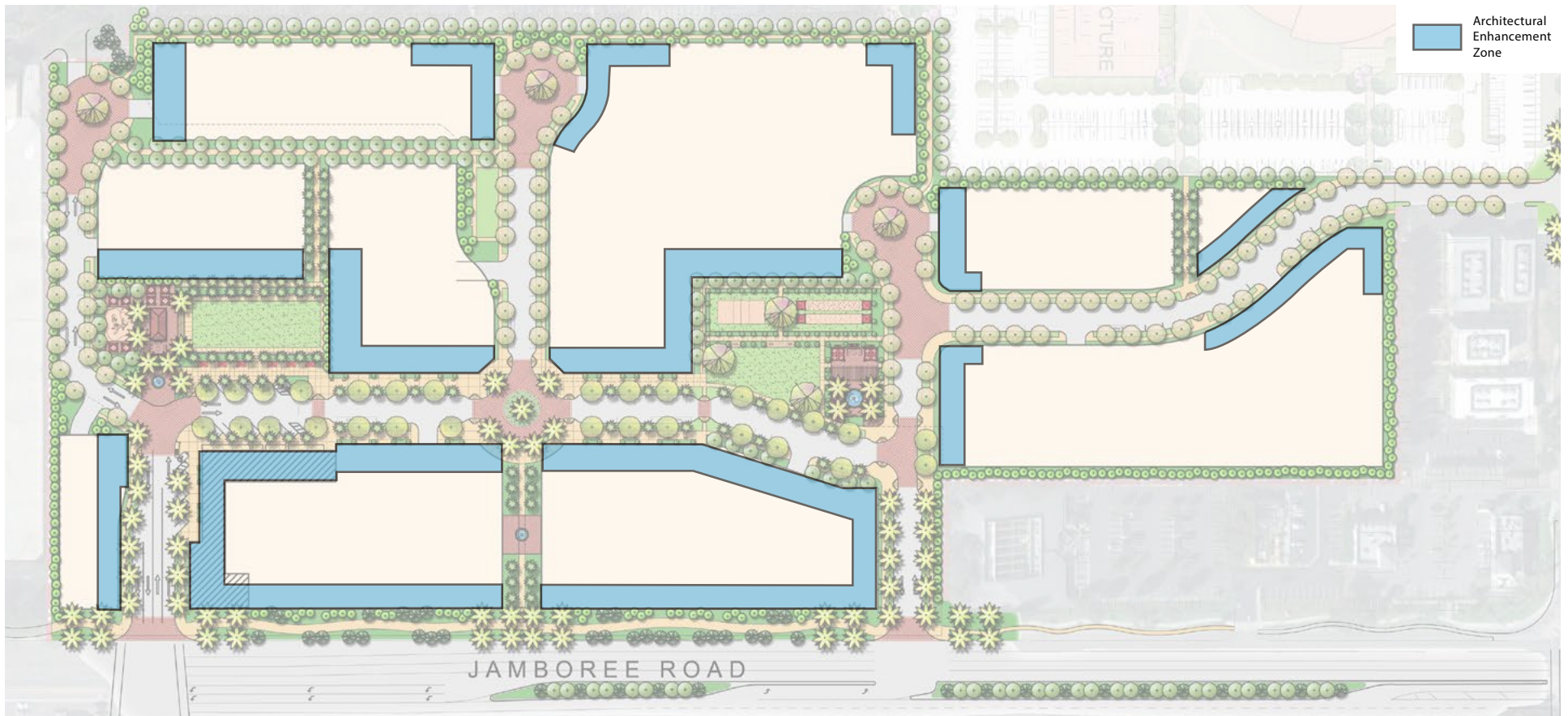


Figure 3-119: Architectural Enhancement Areas

3. ARCHITECTURAL GUIDELINES



Figure 3-120: Partially exposed subterranean garage with integrated architectural elements screened by landscaping

3.4.11 Structured Parking

Structured parking shall be located in basements or, if constructed above-grade, be encapsulated by habitable space, landscaping, or garden walls. Any exposed edge of subterranean parking shall be integrated into the architecture of the building and treated with consistent or complementary materials (Figure 3-120). Other than landscaping that is consistent with adjoining building areas, screening is not required for exposed basement conditions where the height of the first level of habitable space above adjoining finish grade is less than or equal to three feet.

The interior of parking structures should be designed to promote safe vehicular and pedestrian access. Ceilings should be painted white or such light colors to brighten the ambiance of enclosed parking facilities. Convenient, well marked and attractive pedestrian access should be provided within parking facilities and connect to elevator cores and parking-level building lobbies.

Vehicular Access to Parking

Garage access should be incorporated into the overall patterning of fenestration, construction bays and other components of the exterior elevation. Broad spanning openings between bays should be avoided. For subterranean parking facilities, ramps are encouraged to be located within the building perimeter and be integrated into the overall design character of the buildings they serve.

Garage Ventilation

Openings for ventilation or day-lighting of subterranean parking structures will be incorporated into design of the exterior of the building. If detached from the building façade, openings for ventilation should generally be screened from view from public streets and sidewalks, and from adjacent buildings.



Figure 3-121: Structured parking entrance aligned with the massing of the building



Figure 3-122: Simple garage opening in contemporary building



Figure 3-123: **NOT ALLOWED** - garage entrance not integrated into building design

4. SITE DEVELOPMENT AND INFRASTRUCTURE**4.1 GRADING AND EARTHWORK**

Grading of the project shall be designed in a manner consistent with the applicable grading standards and ordinances of the City of Newport Beach. The grading shall be designed with a goal of minimizing the earthwork import and export to and from the site. The grading design and earthwork specifications shall incorporate the recommendations of a licensed geotechnical engineer and a licensed geologist.

The design of the grading shall anticipate the possibility of subterranean parking levels beneath the proposed buildings. Some of the material excavated to establish the subterranean pad envelopes can be used as fill to bring site grades up to elevations that would be several feet above existing grades. The grading should be designed such that the first floor elevations of the residential buildings are two to four feet above the surrounding site grades. Excess cut material should be exported from the site to locations and by routes approved by the appropriate governing agencies. The volume of export will depend on the extent of the subterranean parking. In addition, site and street grades shall be designed to accommodate pedestrian and vehicular connections to the adjoining Koll-Center Newport property.

It will be necessary to blend the limits of grading in the first phase with the TowerJazz Semiconductor facility. It will be necessary to construct interim retaining walls and slopes along the edge of the first phase grading. In the second phase of development, these interim walls and slopes could be removed.

4.2 SEWER

The design of the on-site sanitary sewer facilities shall be consistent with the applicable standards of the City of Newport Beach. In general, the sewer system shall be designed to take advantage of existing City and Orange County Sanitation District (OCSD) facilities that currently serve the site.

Where possible, the proposed on-site sewer system will be located within the site roadway system. Manholes and cleanouts will be provided at recommended intervals to facilitate access to the system for cleaning and maintenance. The system should be designed to flow by gravity. The need for pumps is not anticipated, nor should it be encouraged.

4. SITE DEVELOPMENT AND INFRASTRUCTURE**4.3 WATER**

Domestic water system improvements shall be designed in accordance with the standards and specifications of the Irvine Ranch Water District (IRWD).

The locations of fire hydrants, fire department connections, and other elements of the fire protection water system must be approved by the Newport Beach Fire Department. Backflow preventers and other above ground water system appurtenances should be placed in unobtrusive locations that are screened with landscaping to the extent practicable.

Currently, IRWD does not have recycled water facilities in the streets adjoining the project site. Should IRWD determine that its recycled water system will be expanded to serve the project, then it will be necessary to provide a network of recycled water pipelines and meters for project landscaping irrigation.

Irrigation and sprinkler head piping shall be "purple pipe" so that if recycled becomes available, Uptown Newport will be able to connect.

4.4 STORM DRAINAGE

Runoff from the site is currently conveyed by underground storm drains to the existing drainage ponds along Von Karman Avenue to the northwest of the property. The ponds connect to the City of Newport Beach storm drain system which, in turn, discharges to the Back Bay/San Joaquin Creek near Jamboree Road.

Drainage design for Uptown Newport shall be in accordance with appropriate City of Newport Beach requirements and permits. This will include approval and implementation of a Water Quality Management Plan that will incorporate Low Impact Development principles.

In general, the proposed storm drain system is expected to consist of a system of underground pipes that will convey storm water runoff (including that which has been properly treated for water quality) to the existing downstream off-site system using several points of connection along the northwest side of the side of the site.

4. SITE DEVELOPMENT AND INFRASTRUCTURE

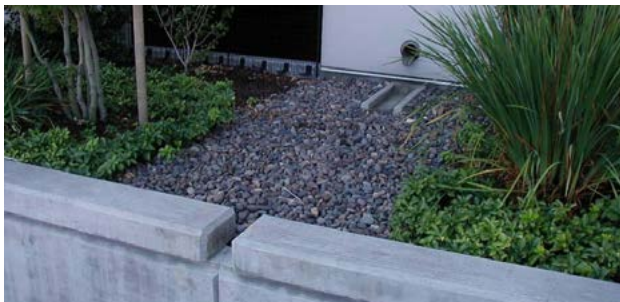


Figure 4-1: Infiltration planter



Figure 4-2: Vegetative Filter Strips with Infiltration

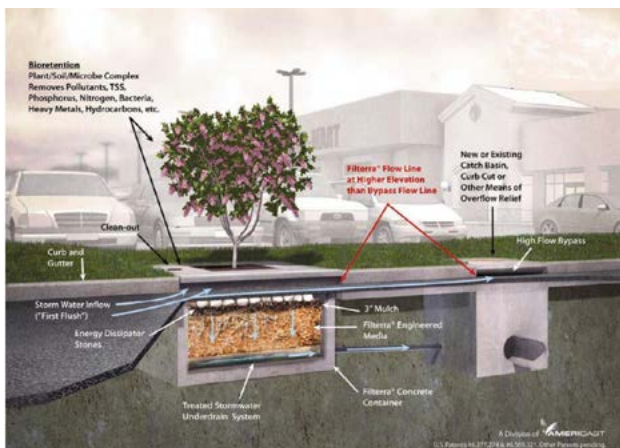


Figure 4-3: Bioretention catch basins

4.5 WATER QUALITY

The proposed project shall be designed to comply with the requirements of the appropriate permits pursuant to the National Pollution Discharge Elimination System (NPDES). A Water Quality Management Plan (WQMP) will be prepared. The purpose of the WQMP is to minimize the effects of urbanization on site stormwater runoff quality and quantity by implementing Low Impact Development (LID) Best Management Practices (BMP's).

For each construction phase of the project, a Storm Water Pollution Prevention Plan (SWPPP) will be required. This plan will specify the Best Management Practices (BMP's) to be deployed during construction of the project to protect the quality of stormwater runoff from the project during construction.

A variety of BMPs will be deployed for this project. These may include infiltration with bioretention in landscape and park areas, planter boxes with underdrains, vegetated filter strips, and proprietary treatment systems. To the extent practicable, the Master Developer should provide BMP's for the design capture volume for the entire site. These can be placed within the parks, the planter areas, and landscape strips. Planter boxes with underdrains are an additional BMP option for the individual building sites. The downstream ponds in the Koll Center Newport will provide further water quality treatment through aeration and settlement of silt and sediments.

4.6 UTILITIES

Electrical service for the project will be provided by Southern California Edison Company (SCE). The existing SCE substation, located near the southwest corner of the site will remain functional during Phase 1 to supply service to the TowerJazz Semiconductor facility. Natural gas service will be provided by Southern California Gas Company.

4.7 GENERAL

Nothing in the Uptown Newport PC or Design Guidelines is intended to lessen the other requirements with respect to site infrastructure that are set forth in city, state or federal codes.

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.1 INTRODUCTION

The existing landscape setting around the Uptown Newport site is a campus setting with existing office uses and high-tech industry uses which are relatively visible from the street over informal turf berms and random eucalyptus trees. The new residential land uses of Uptown Newport Vilalge will alter the interface needs of the current Jamboree landscape toward a less transparent landscape that will soften, buffer and serve a greener softer transition to the needs of the new residential land uses. A transition to other existing office to the north and east and large parking structure to the west will be addressed with buffer landscape transitions.

This section defines the goals of the guidelines and outline the Common Area landscape framework, hardscape and streetscape character.

5.2 LANDSCAPE FRAMEWORK

The landscape design is focused on establishing a pedestrian friendly urban village with centralized outdoor parks and amenities. The design is arranged around the spine road and pedestrian paseos. Emphasis has been placed at key intersections and gateways which assists in wayfinding and orientation for both pedestrians and vehicles.

5.2.1 Framework Principles

The landscape design within Uptown Newport should follow the following guiding principles:

1. Establish comfortable, walkable streets and pedestrian spaces;
2. Establish an urban village streetscape through the use of enhanced paving, on-street parking, and urban canopy trees;
3. Use plants that adhere to the low water use

standards of Newport Beach;

4. Provide both active and passive centralized park amenities;
5. Provide a landscape design that is consistent with the land uses planned within the Uptown Newport PC;
6. Provide a landscape along the project's frontage on Jamboree Road which compliments the existing street scene at adjacent properties along Jamboree Road.

5.3 COMMON AREA LANDSCAPE

The common area landscape consists of the areas outside of the individual residential product development areas. These areas include; entry monuments and entry drives, Jamboree Road landscape, spine road landscape, secondary streets, paseo landscapes, parks, common open space and community edges. The following exhibits outline the landscape framework, hardscape and streetscape character.

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

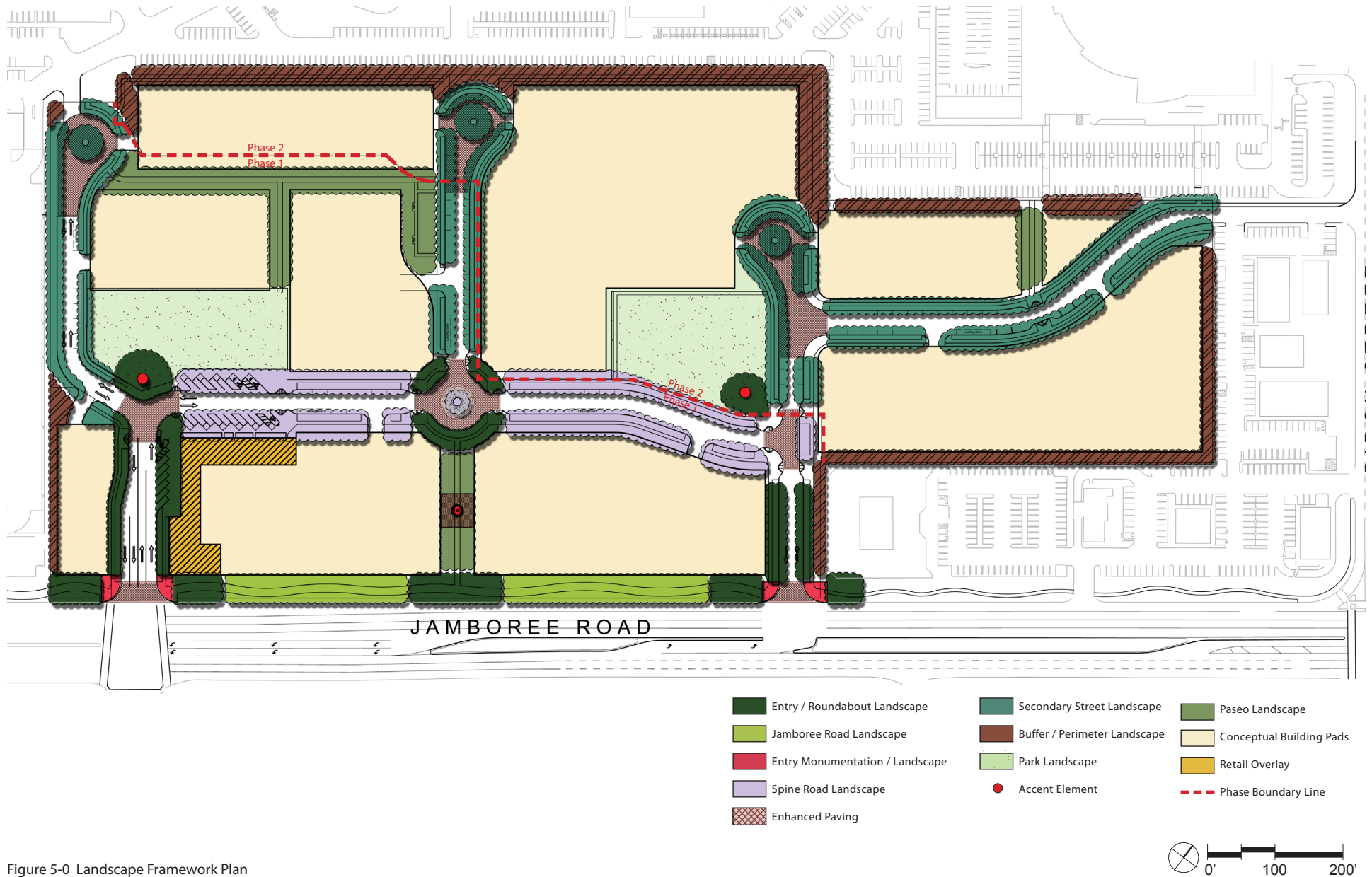


Figure 5-0 Landscape Framework Plan

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES



Figure 5-1 Overall Landscape Master Plan



5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.4 PLANTING PLAN

5.4.1 Jamboree Road

The recommended landscape character along Jamboree Road is vertical evergreen tree screening with an accentuated landscape of Date Palm trees at the entry's and paseo connections. The new Jamboree Road median island landscape will continue the theme of the existing median islands to the northeast.

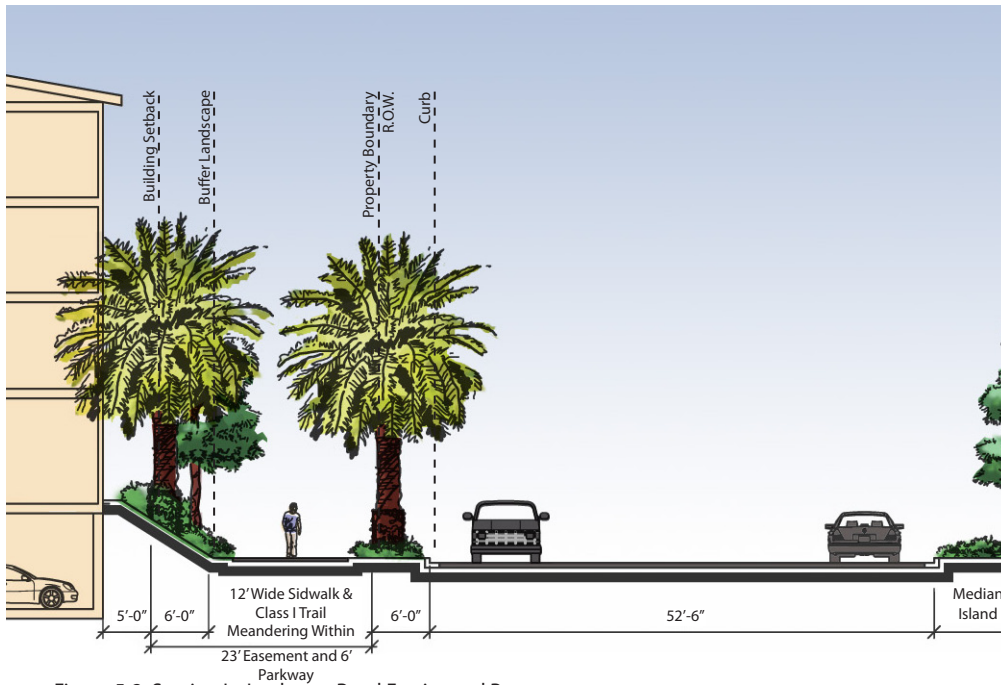
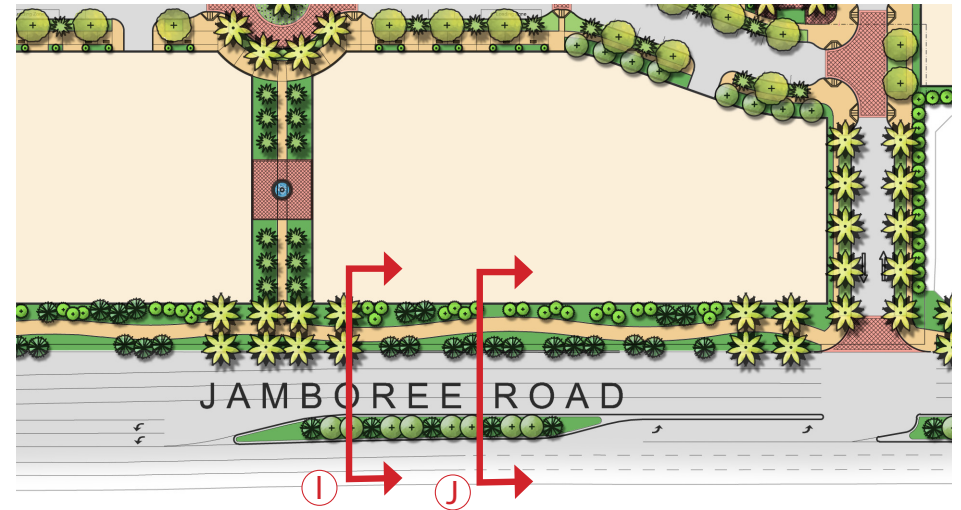


Figure 5-2 Section I - Jamboree Road Entries and Paseos

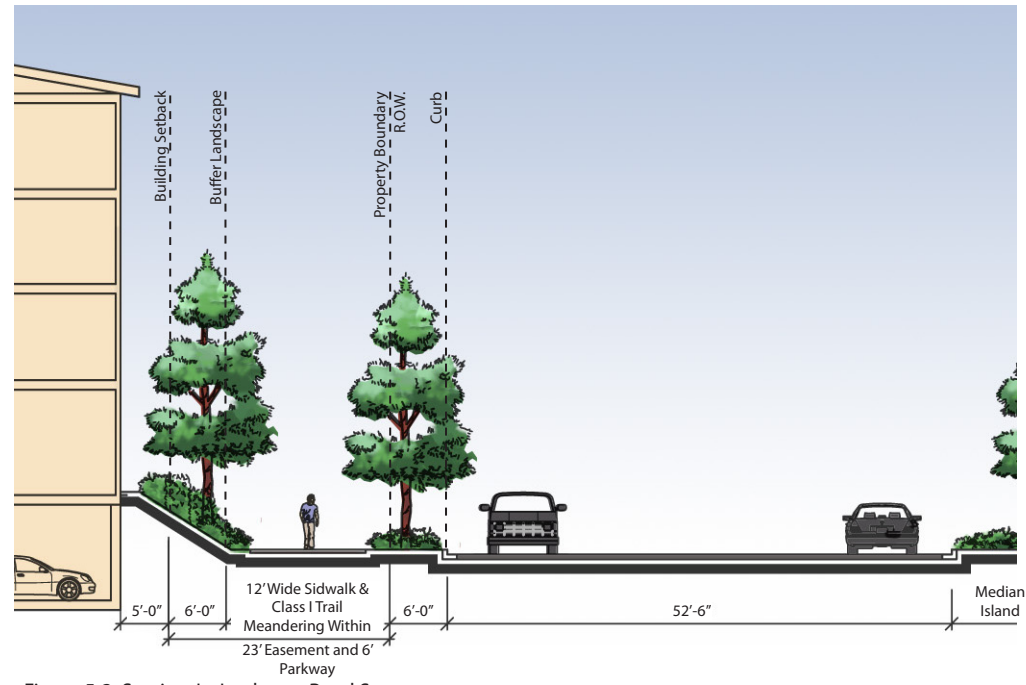


Figure 5-3 Section J - Jamboree Road Streetscape

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.4.2 Entry Monuments

The landscape character at the entries will be transparent, inviting and colorful. Date Palm trees are recommended to punctuate the skyline entry while providing important views into the adjacent residential buildings and parks beyond. The use of colorful vines on the palm trunks and ground covers in this area is encouraged. The landscape will frame the monument walls and signage when possible. The use of strong signage that identifies the project with use of enhanced paving, walls, or fountain elements is encouraged.

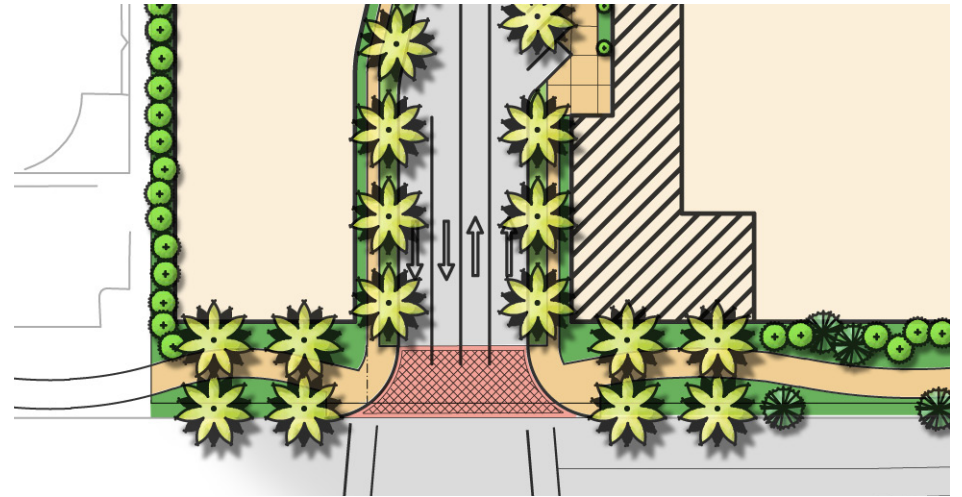


Figure 5-4 Community Signage



Figure 5-5 Community Entry



Figure 5-6 Community Entry

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.4.3 Entry Drives

The landscape character along the Entry Drives will complement the Entry Monument landscape and will be transparent, inviting and colorful. Date Palm trees are recommended to punctuate the skyline entry while providing important views into the adjacent residential buildings and parks beyond. The use of colorful vines on the palm trunks and ground covers in this area is encouraged. Vertical screen trees used at the building edges are encouraged to soften and buffer the buildings from the street in this area. Hedges will be used to soften building bases and ground covers will be used when parking is not adjacent. Buildings are designed to be approximately 2'-3' above the Jamboree Road center line elevation. Short retaining walls may be incorporated into the retail edge where necessary.

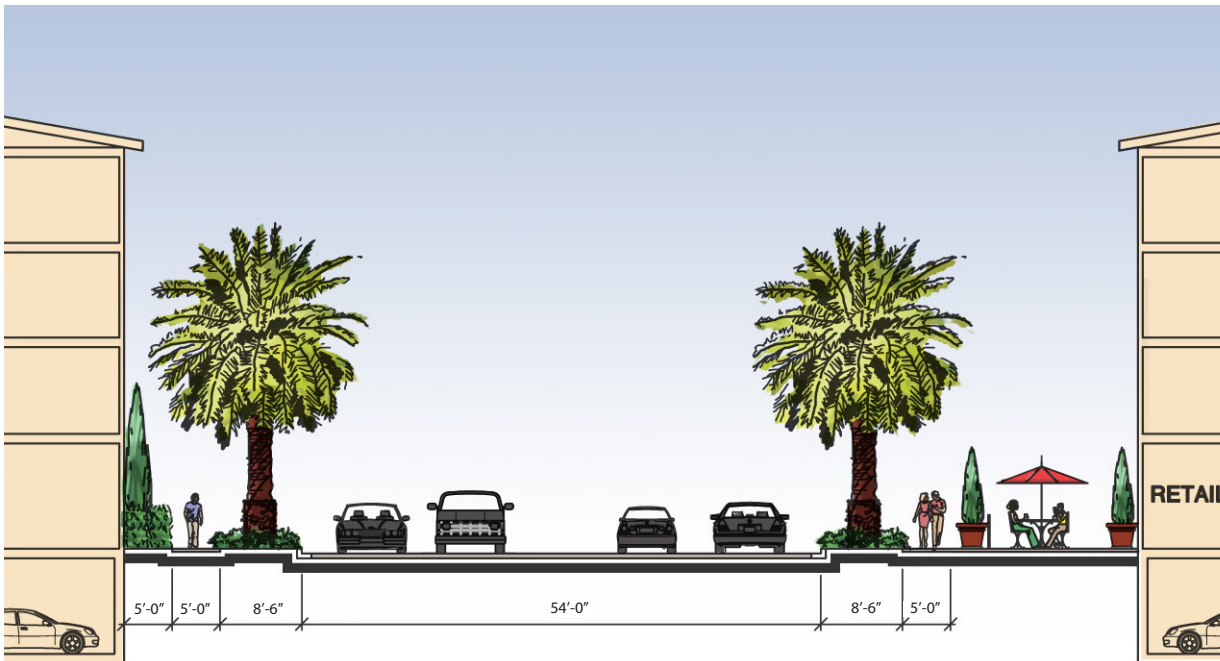
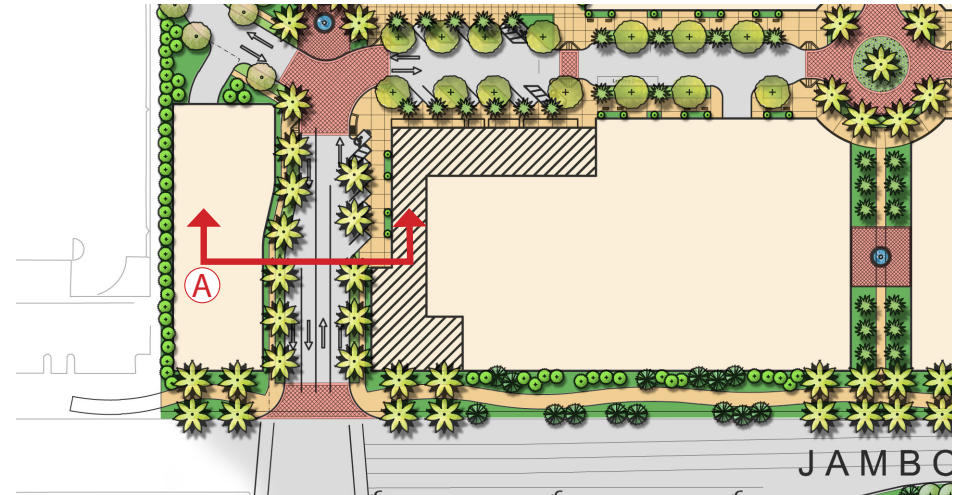


Figure 5-7 Section A - Phase One Entry Drive



Figure 5-8 Entry Drive Streetscene

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.4.4 Spine Street at Angled Parking

The Spine Street is the core that provides connectivity between the two main entries off of Jamboree Road. Anchored by the two entries and supported by the two parks at each end, visually and physically the Spine Street is an important link and circulation element in the project. The street tree pattern is formal with alternating combinations of skyline palms and large evergreen canopy trees. Angled parking located at the retail and park edges modifies the pattern while the canopy trees shade the parking areas and palms hug the walk promenade at the storefronts on one side and the market park paseo on the other. Turf parkways at adjacent parking areas will allow ease of access to the sidewalk from parking areas.

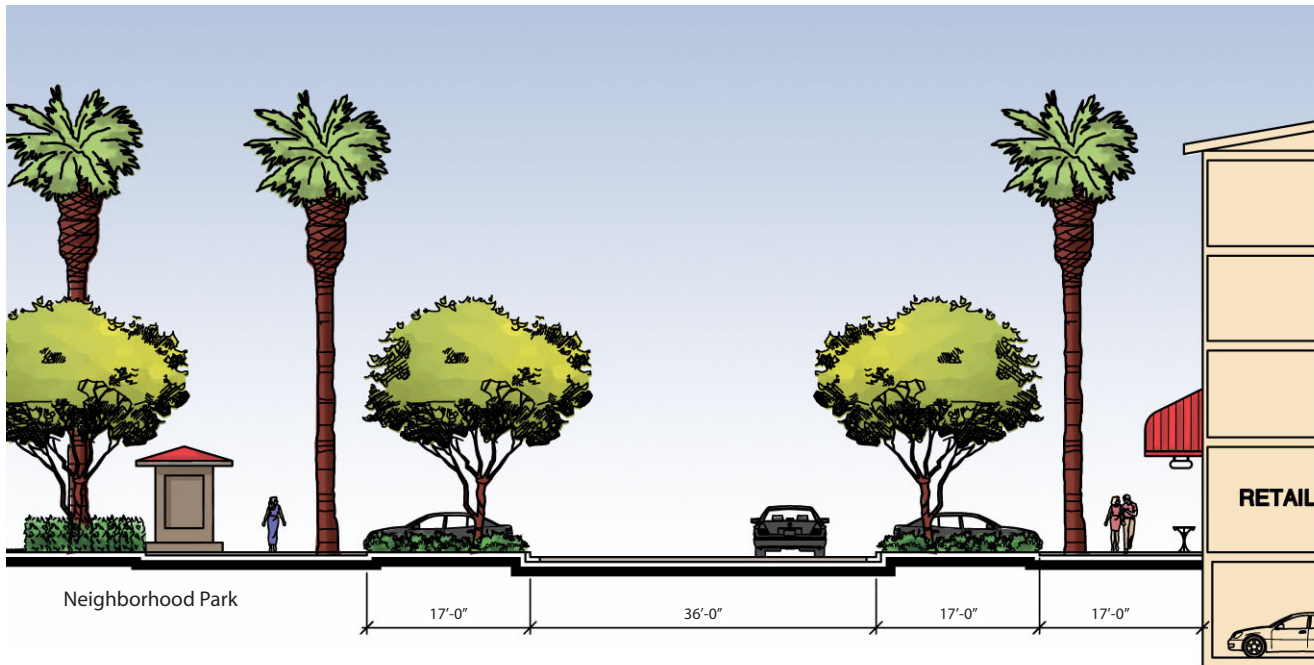
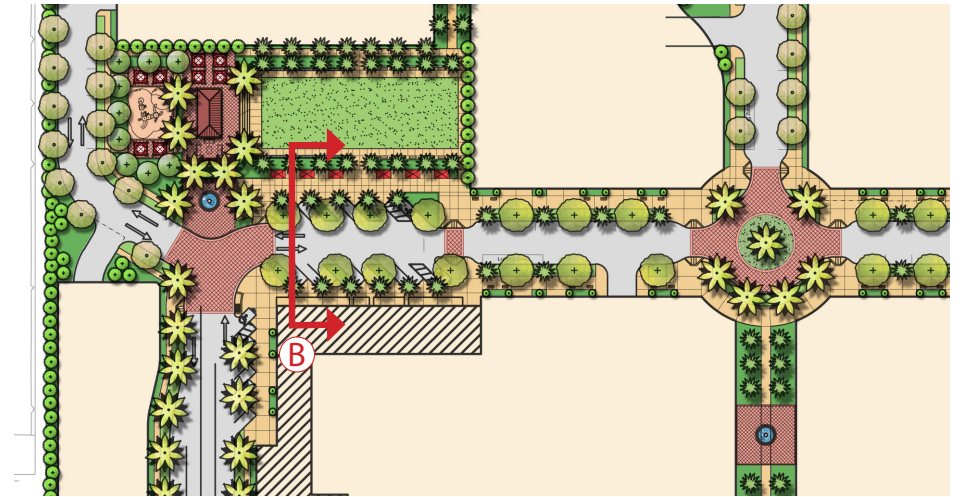


Figure 5-9 Section B - Spine Street



Figure 5-10 Community Retail

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.4.5 Spine Street at Parallel Parking

The Spine Street is the core that provides the connection between the neighborhood and community amenities. Anchored by the two entries and supported by the two parks at each end, visually and physically the Spine Street is an important link and circulation element in the project. The street tree pattern is formal with alternating combinations of skyline palms and large evergreen canopy trees. Parallel parking is located along the Spine Street. Turf parkways at adjacent parking areas will allow ease of access to the sidewalk from parking areas. The use of synthetic turf will be considered for areas with high pedestrian / pet traffic volumes.

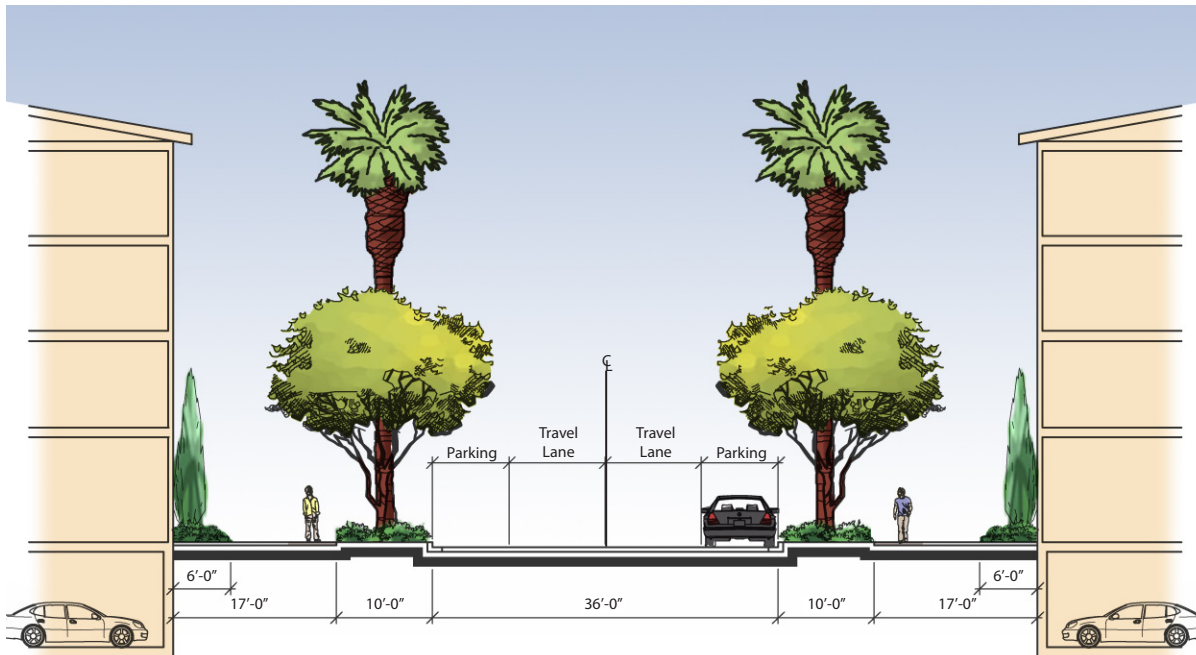
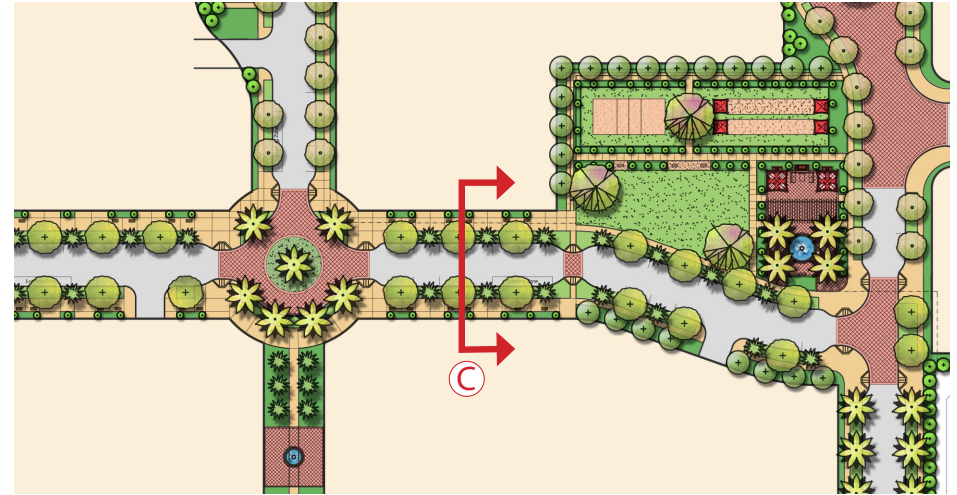


Figure 5-11 Section C - Spine Street

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.4.6 Neighborhood Street

Neighborhood Streets provide access to buildings away from the Spine Street. Neighborhood Streets will be lined with formal deciduous street trees. Turf parkways at adjacent parking areas will allow ease of access to sidewalks from parking areas. The use of synthetic turf will be considered for areas with high pedestrian / pet traffic volumes. Vertical accent trees used at the building entries are encouraged to accentuate the street pattern. Hedges will be used to soften building bases and ground covers will be used when parking is not adjacent.

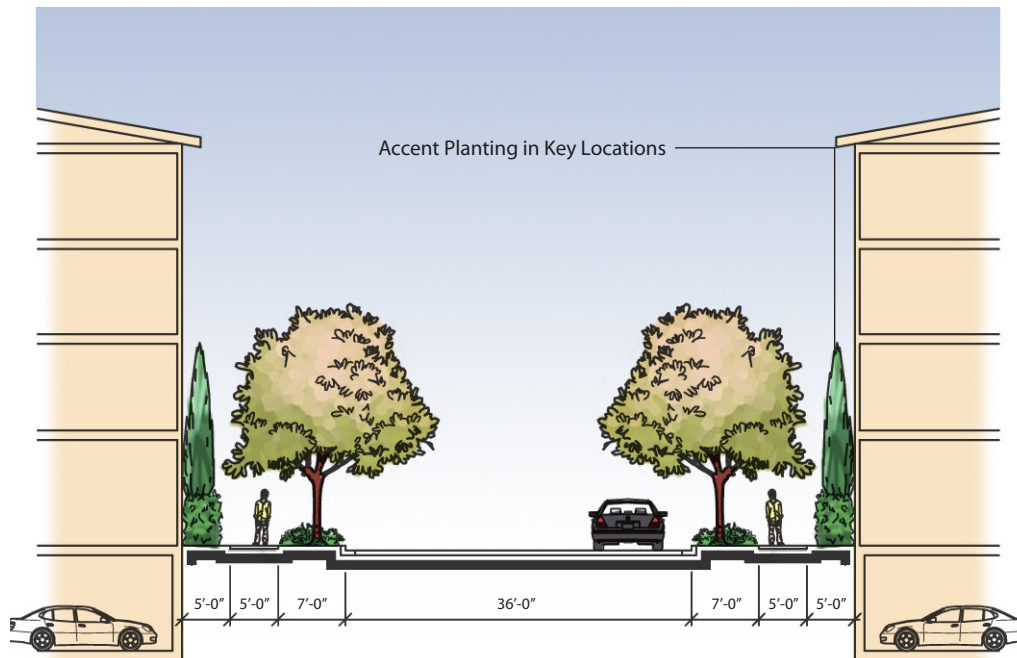
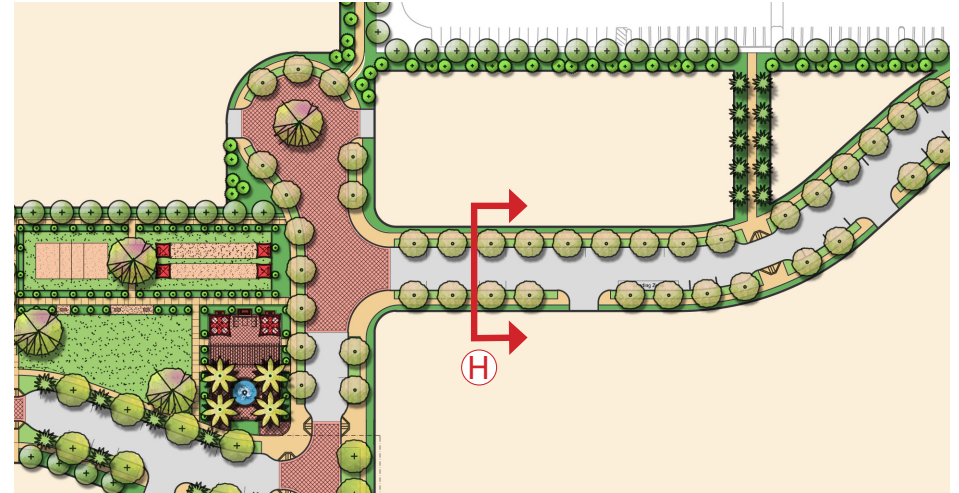


Figure 5-12 Section H -Neighborhood Street



Figure 5-13 Neighborhood Street

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.4.7 Paseo Landscape

The paseo landscape areas are pedestrian connections that provide pedestrian connectivity and tie the project together. Paseos shall be master planned and accessible to the public and provide opportunities for walking, biking, sitting and social gathering spaces. In addition light recreational activities such as lawn bowling, chess, horse shoes, bocce ball, picnic areas and exercise stations are encouraged. Paseos will be lined with vertical palms or canopy trees. The beginning and end of the paseos will be enhanced with accent trees or palms to define points of access to the paseos. Colorful shrubs and ground covers will be used throughout. Vertical buffer trees and accent trees will soften the edges and transitions to the vertical building masses and hedges will be used to soften building bases. The use of large pots, meandering walks, seating spaces and fountains in these garden areas are encouraged.

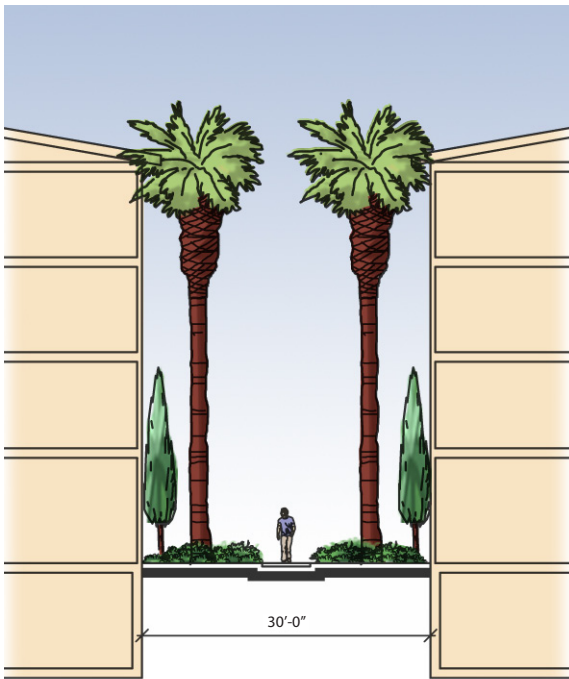
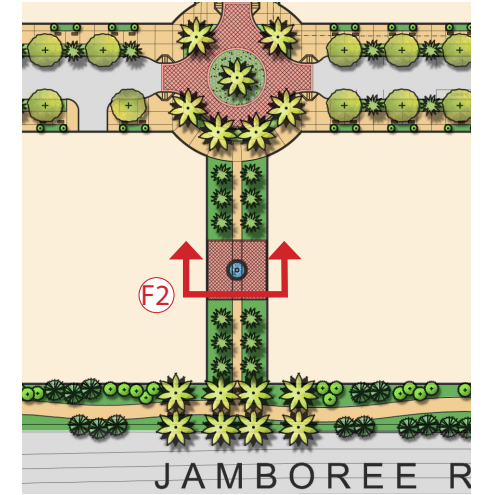
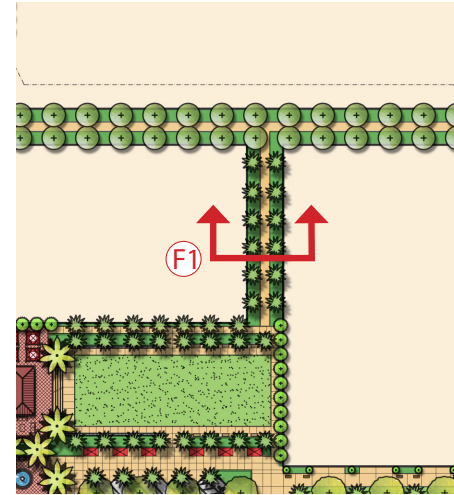


Figure 5-14 Section F1 - Paseo Landscape

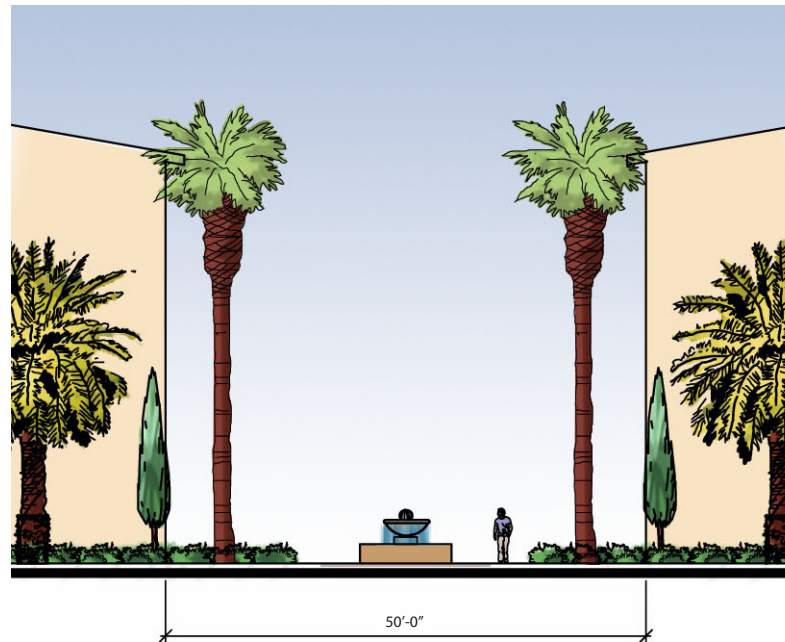


Figure 5-15 Section F2 - Paseo Landscape

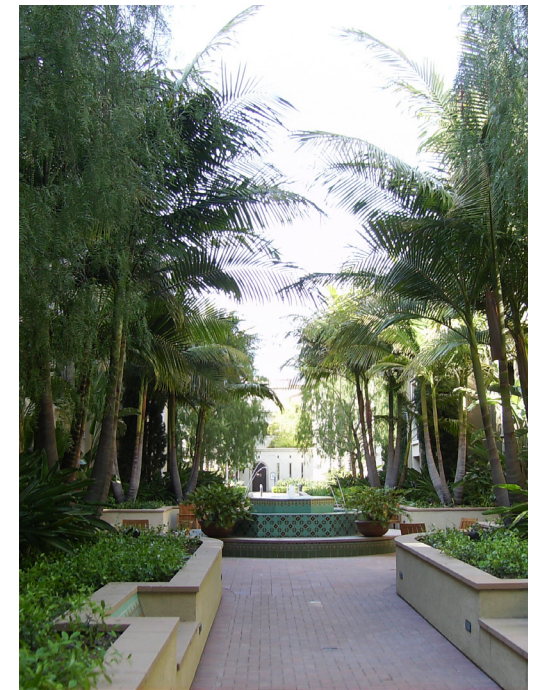


Figure 5-16 Paseo Landscape

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.4.8 Community Edge Conditions

The edges of Uptown Newport Village and its transition to the existing Koll Center Newport office campus have been designed to provide a smooth and secure transition between these differing land uses. The landscape will soften and screen architecture along the sides of the Uptown Newport Village community and provide a visual buffer. Along these transitions are walkway access openings that provide pedestrian connectivity. Pedestrian connections will have enhanced treatments with accent trees and colorful ground covers that will call attention and visually signal these areas.

The edge along Uptown Newport Village and the Koll Center Newport will incorporate a mix of walls, fencing, shrubs, openings for pedestrian and vehicular connections, and landscaping to define a “soft” boundary and direct pedestrians to designated connections between the Koll Center Newport and the Uptown Newport Village properties.

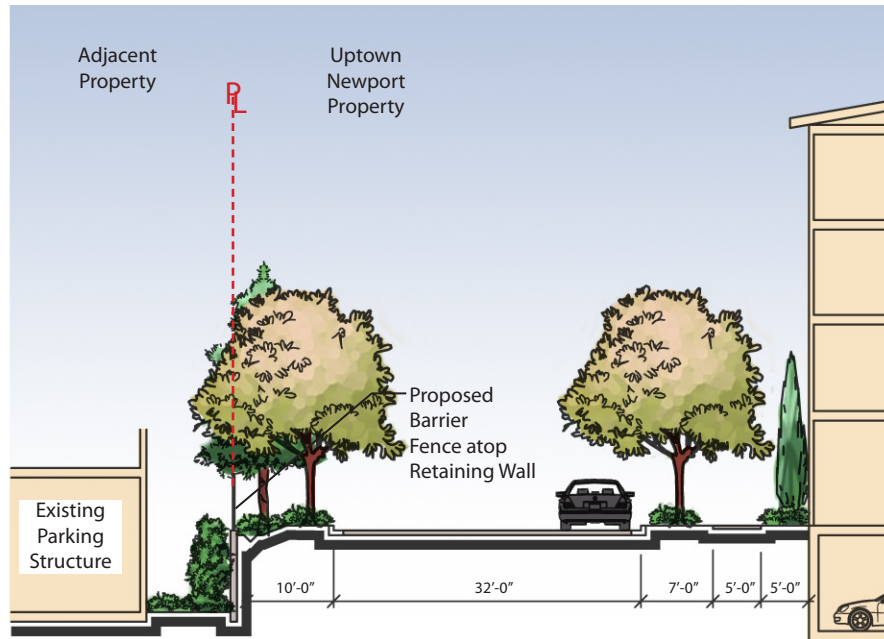
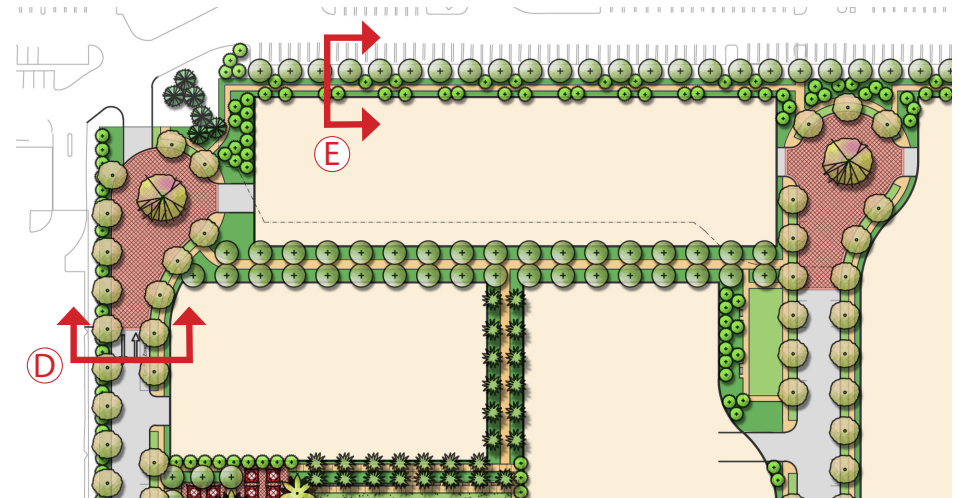


Figure 5-17 Section D - Buffer at Parking Structure

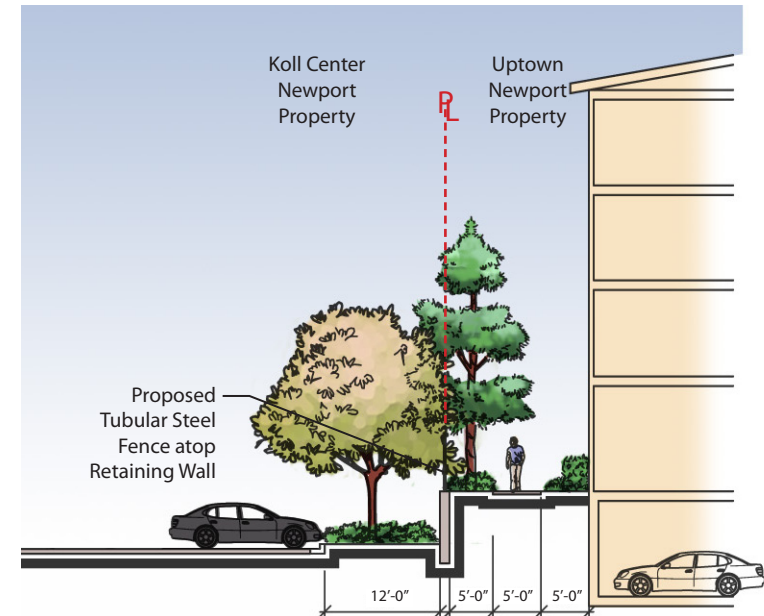


Figure 5-18 Section E - Buffer at Parking Lot

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.5 NEIGHBORHOOD PARKS

The two (2) 1 acre neighborhood public parks in Uptown Newport Village will create the heart of each phase and anchor the spine road. The parks are interconnected through a network of sidewalks, paseos, and streets that provide for a pedestrian friendly village. Each park will have a variety of amenities that will serve the residents of Uptown Newport Village and visitors, but otherwise will have a common landscape theme.

5.5.1 Park "A"

Park "A" is a one acre park located within Phase 1 and is accessible to the public and the residents of Uptown Newport Village. Surrounded by public streets and centrally located within Phase 1, Park "A" will provide a link to residential uses. The amenity program that is recommended for Park A includes but is not limited to the following; activity lawn / concert green, stage, open air pavilion, fire place courtyard, barbecue courtyard, children's play area, market/art show and a promenade. Accent elements at the corners of the park could include fountains or sculpture elements.

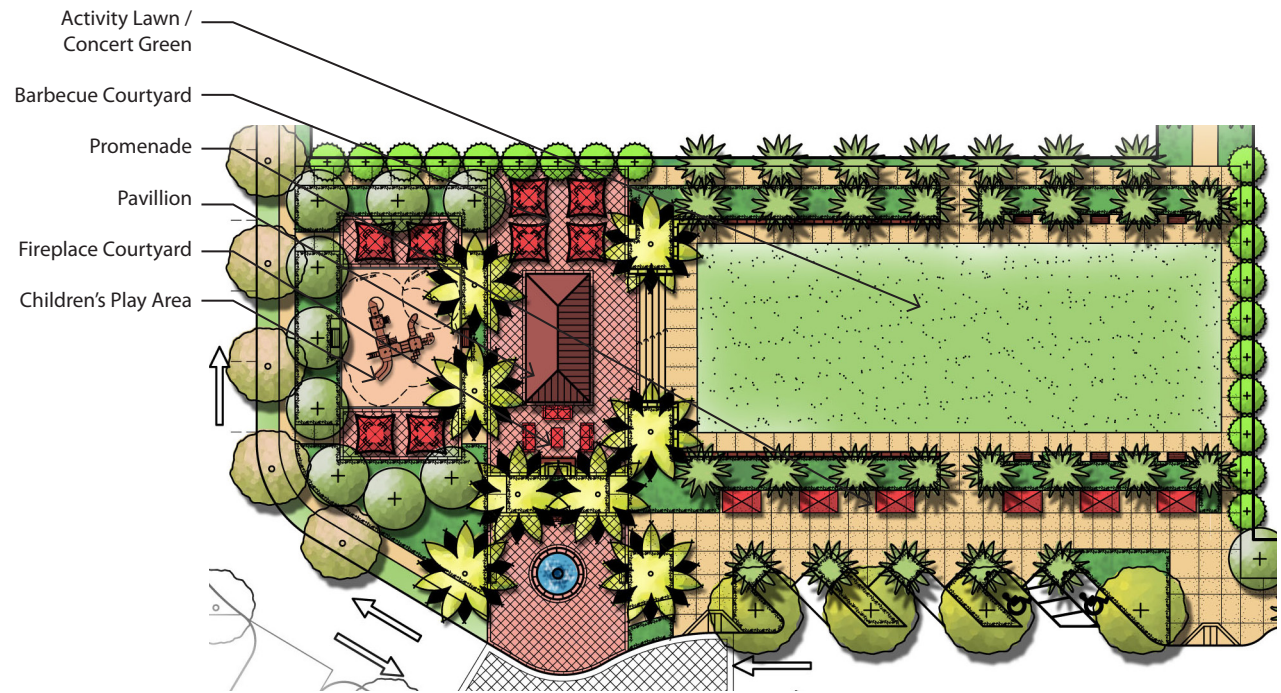


Figure 5-19 Park A

Park "A" will be developed as part of the Phase 1 Master site improvements. Park furnishings will be unified in form, color and manufacturer, if possible. Benches, bike racks, metal bollards, tree grates, picnic tables, BBQ's, and drinking fountains are examples of possible furnishings to be used and are to be of one family that works well together and that supports a "one district look" within Uptown Newport Village. It is encouraged that park signage be located in proximity to the entry Spine Street. Park lighting is encouraged to match the lighting style of the street lighting but could match the architectural style of the park buildings. The park buildings, trellises and monument entries will be unified in style and character to bring a unified look to the community amenities.



5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.5.2 Park “B”

Park “B” is a one acre neighborhood park located in Phase 2 and is accessible to the public and the residents of Uptown Newport. The parks are interconnected through a network of sidewalks, paseos, and streets that provide for a pedestrian friendly village. Bordered by public streets and centrally located, the park will provide a link to residential uses. The amenity program that is recommended for Park B includes but is not limited to the following; activity lawn, grand Plaza, trellis, fire place courtyard, barbecue courtyard, grand fountains or sculpture elements in the courtyard, sport courts including but not limited to sand volleyball, bocce ball, croquet, or horse shoes.

Park furnishings will be unified in form, color and manufacturer if possible. Benches, bike racks, metal bollards, tree grates, picnic tables, BBQ’s, and drinking fountains are examples of possible furnishings to be used and are to be of one family that works well together and that supports a “one district look” within Uptown Newport Village. It is encouraged that park signage be located in proximity to the entry Spine Street. Park lighting is encouraged to match the lighting style of the street lighting but could match the architectural style of the park buildings. The park trellises and monument entries will be unified in style and character to bring a unified look to the Uptown Newport Village amenities.

Park “B” will be designed and constructed in a consistent style with Park “A”, reinforcing the community theme throughout the Uptown Newport PC.

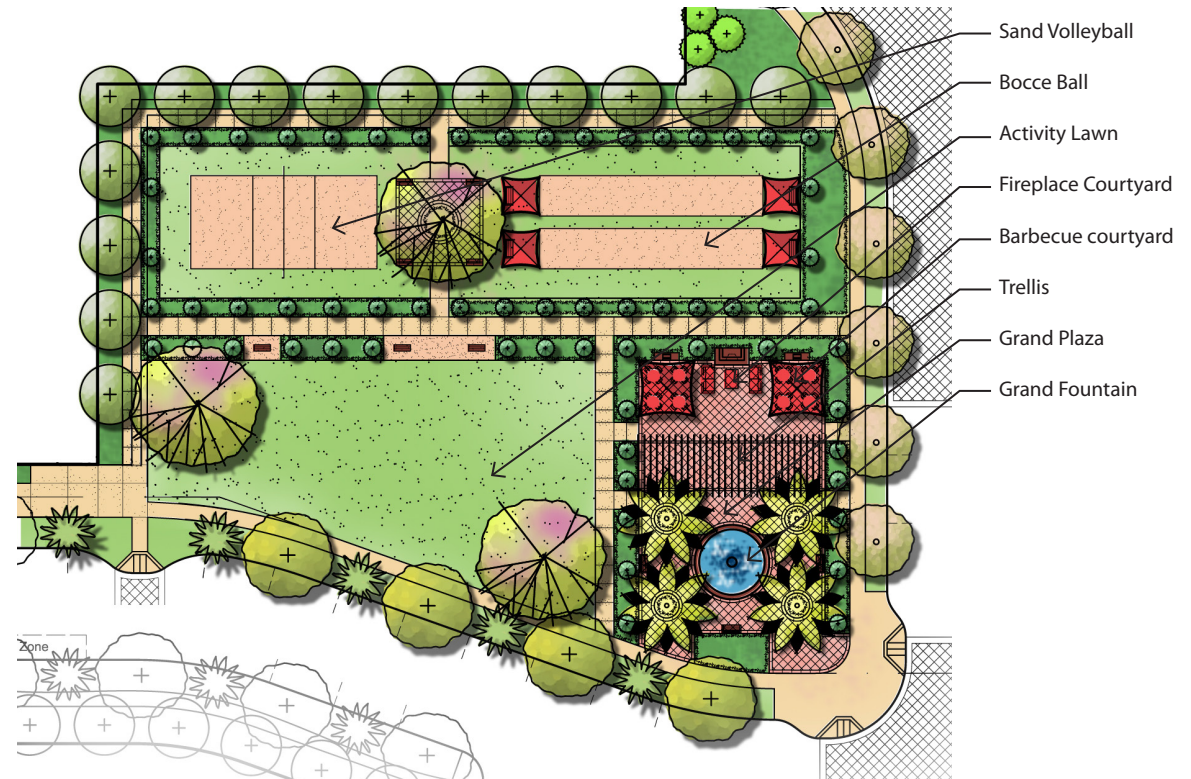


Figure 5-20 Park B



5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.6 PLANT LIST**5.6.1 Plant List**

The following plant palette could be used for common areas and parcel landscape areas.

LARGE TREES:

BOTANICAL NAME:	COMMON NAME:
ALNUS RHOMBIFOLIA	WHITE ALDER
CINNAMOMUM CAMPHORA	CAMPHOR TREE
ERYTHRINA CAFFERA	KAFFIRBOOM CORAL TREE
FICUS FLORIDA	FIG TREE
FICUS NITIDA	FIG TREE
JACARANDA MIMOSIFOLIA	JACARANDA
OLEA EUROPAEA	COMMON OLIVE
PLATANUS X ACERIFOLIA	LONDON PLANE TREE
PLATANUS RACEMOSA	CALIFORNIA SYCAMORE
SCHINUS MOLLE	CALIFORNIA PEPPER TREE

SMALL TREES:

BOTANICAL NAME:	COMMON NAME:
AGONIS FLEXUOSA	PEPPERMINT TREE
ALOE BAINESII	NCN
ARBUTUS 'MARINA'	MARINE STRAWBERRY TREE
ARBUTUS UNEDO	STRAWBERRY TREE
CITRUS 'NAVEL'	NAVEL ORANGE
CUPRESSUS SEMPERVIRENS	ITALIAN CYPRESS
LAURUS NOBILIS 'SARATOGA'	SWEET BAY
MELALEUCA QUINQUENERVIA	PAPERBARK TREE
PODOCARPUS GRACILIOR	FERN PINE
PYRUS KAWAKAMII	EVERGREEN PEAR
STRELITZIA NICOLAI	GIANT BIRD OF PARADISE

PALMS:

BOTANICAL NAME:	COMMON NAME:
ARCONTOPHOENIX CUNNINGHAMIANA	KING PALM
PHOENIX CANARIENSIS	CANARY ISLAND DATE PALM
PHOENIX DACTYLIFERA	DATE PALM
SYAGRUS ROMANZOFFIANUM	QUEEN PALM
WASHINGTONIA ROBUSTA	MEXICAN FAN PALM

SCREEN TREES:

BOTANICAL NAME:	COMMON NAME:
MELALEUCA QUINQUENERVIA	PAPERBARK TREE
PINUS HALENPENSIS	ALEPPO PINE
PINUS CANARIENSIS	CANARY ISLAND PINE
PODOCARPUS GRACILIOR	FERN PINE
TRISTANIA CONFIRTA	BRISBANE BOX

SHRUBS:

BOTANICAL NAME:	COMMON NAME:
ACACIA REDOLENS	NCN
ALOE ARBORESCENS	TREE ALOE
BUXUS MICROPHYLLA JAPONICA	JAPANESE BOXWOOD
CALLIANDRA HAEMATOCEPHALA	PINK POWER PUFF
CARISSA MACROCARPA	NATAL PLUM
CARISSA MACROCARPA 'BOXWOOD BEAUTY'	NATAL PLUM
CEANOTHUS	CALIFORNIA LILAC
CHAMAEROPS HUMILIS	MEDITERANEAN FAN PALM
COTTONEASTER PARNII	COTTONEASTER
CYCAS REVOLUTA	SAGO PALM
ECHIUUM FASTUOSUM	PRIDE OF MADEIRA
FATSIA JAPONICA	JAPANESE ARALIA
FICUS NITIDA	INDIAN LAUREL FIG
KNIPHOFIA PRAECOX	RED HOT POKER
LANTANA CAMARA	LANTANA
LANTANA MONTEVIDENSIS	TRAILING LANTANA

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

LAVANDULA DENTATA
 LAVANDULA INTERMEDIA 'PROVENCE'
 LEONOTIS LEONURUS
 LIGUSTRUM JAPONICUM 'TEXANUM'
 MAHONIA SPP.
 PHILODENDRON SELLOUM
 PHILODENDRON 'XANADU'
 PHORMIUM 'JACK SPRATT'
 PITTOSPORUM SPP.
 PYRACANTHA COCCINEA
 RHAPIS EXCELSA
 RHAPHIOLEPSIS SPP.
 RHAPHIOLEPSIS 'MAJESTIC BEAUTY'
 ROSA SPP.
 SALVIA SPATHACEA
 SANTOLINA SPP.
 SHEFFLERA ARBORICOLA
 STRELITZIA REGINAE
 TRACHELOSPERMUM JASMINOIDES

FRENCH LAVENDER
 LAVENDER
 LION'S TAIL
 PRIVET
 MAHONIA
 TREE PHILODENDRON
 CUT LEAF PHILODENDRON
 NEW ZEALAND FLAX
 PITTOSPORUM
 FIRE THORN
 LADY PALM
 RHAPHIOLEPSIS
 NCN
 ROSE
 HUMMINGBIRD SAGE
 SANTOLINA
 ELF SCHEFFLERA
 BIRD OF PARADISE
 STAR JASMINE

GROUNDCOVERS:

BOTANICAL NAME:

COMMON NAME:

AGAPANTHUS AFRICANUS
 ANIGOSANTHOS HYBRIDS
 BACCHARIS PILULARIS 'CONSAGUINEA'
 BOUGAINVILLEA 'LA JOLLA'
 COTYLEDON SP.
 CRASSULA SP.
 EUPHORBIA AMMAK
 EUPHORBIA RIGIDA
 KALANCHOE SP.
 LIRIOPE 'GIGANTIA'
 PELARGONIUM PELTATUM

AGAPANTHUS
 KANGAROO PAW
 CHAPARRAL BLOOM
 LA JOLLA BOUGAINVILLEA
 NCN
 NCN
 NCN
 NCN
 NCN
 LILY TURF
 IVY GERANIUM

GRASSES:

BOTANICAL NAME:

COMMON NAME:

FESTUCA ARUNDINACEA
 FESTUCA MAIREI
 LEYMUS TRITCOIDES
 MUHLENBERGIA RIGENS
 STIPA GIGANTEA FEATHER

MARATHON II (LAWN AREAS)
 NCN
 WILD RYE
 DEER GRASS
 GRASS

SUCCULENTS:

BOTANICAL NAME:

COMMON NAME:

AEONIUM FLORIBUNDUM
 AGAVE ATTENUATA
 AGAVE VILLMORIANA
 ALOE ARBORESCERIS
 ECHEVERIA CRENULATA
 ECHEVERIA IMBRICATA
 SEDUM CONFUSUM
 SEDUM SPECTABILE
 SENEIO MANDRALISCAE

NCN
 NCN
 OCTOPUS AGAVE
 FIRE BUSH ALOE
 NCN
 HENS AND CHICKS
 NCN
 NCN
 NCN

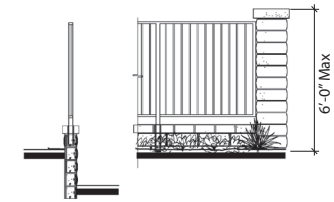
5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.7 HARDSCAPE PLAN

5.7.1 Walls and Fencing

The project will have one fence design used throughout all parcel areas. Several pedestrian connections to surrounding properties are incorporated into the Master Site Plan. Openings are encouraged and shall be provided to promote connectivity to adjacent properties. Community fencing is to be tubular steel with a painted metal finish. Wall materials are to be made of Concrete Masonry Units with a split face or enhanced

finish to match the adjacent architecture with a tubular steel community fence atop. Retaining wall materials are to be poured in place concrete or Concrete Masonry Units with a split face or finish to match the adjacent architecture in the Uptown Newport PC. Wall and fence locations are shown diagrammatically in Figure 5-21.



Tubular Steel Fence atop Retaining Wall

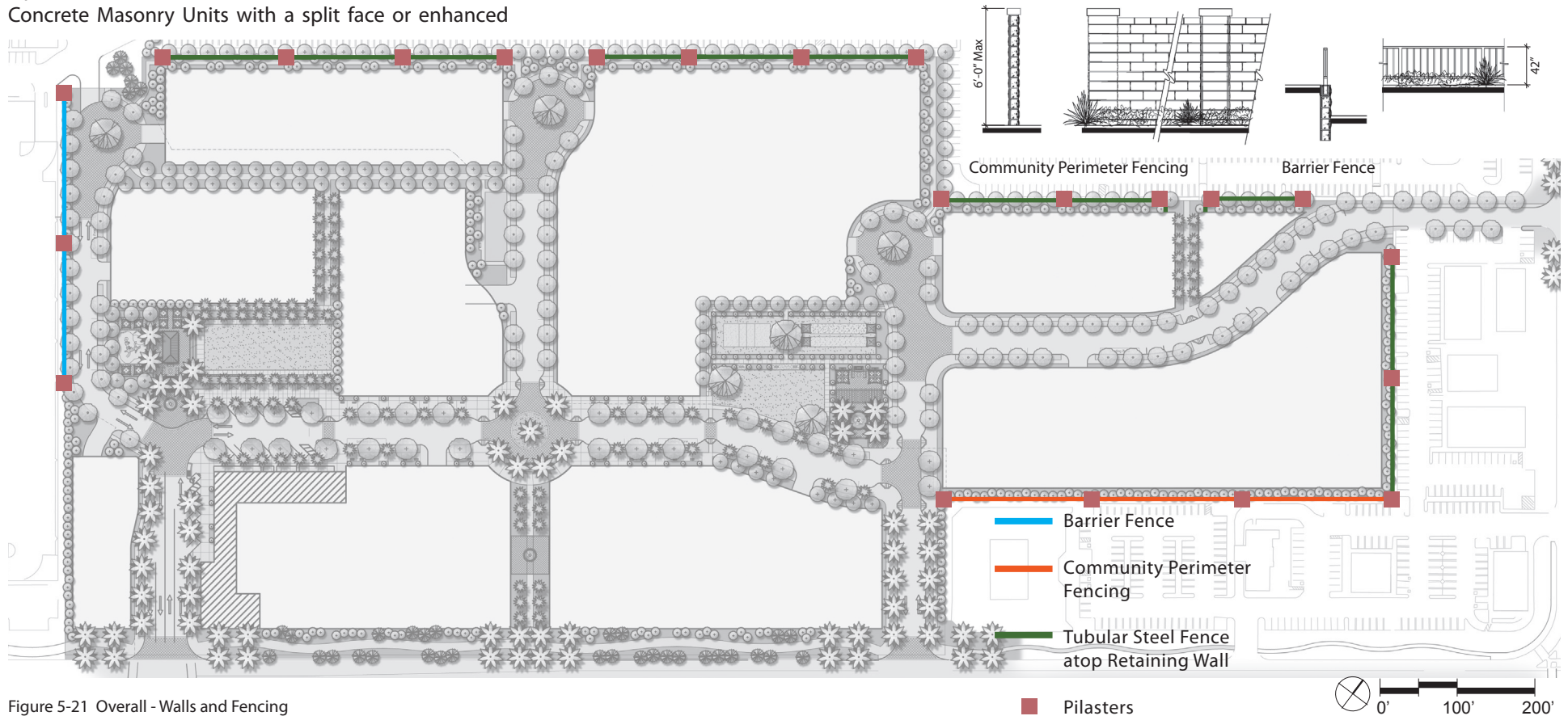


Figure 5-21 Overall - Walls and Fencing

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.7.2 Walks, Paseos and Bicycle Trails

Uptown Newport Village is designed to be a pedestrian friendly village, with connectivity to surrounding properties. Walks, Paseos and Bicycle Trails will connect the residents to each other and to the projects parks and amenities, as well as connect Uptown Newport to the adjacent land uses.

Walks within the community will be located along the entry drives, Spine Street, Neighborhood Streets, and paseos. Sidewalks will be linear and continuously

separated with a planted parkway. The walk materials will be made of natural grey concrete with enhanced areas utilizing concrete pavers, colored concrete, enhanced finishes or scoring.

The Jamboree Road sidewalk will be 12' wide to accommodate both pedestrians and a Class I bike trail, consistent with the Jamboree Trail included in the city's General Plan. Bicycles will be permitted on streets and paseos within the Uptown Newport PC.

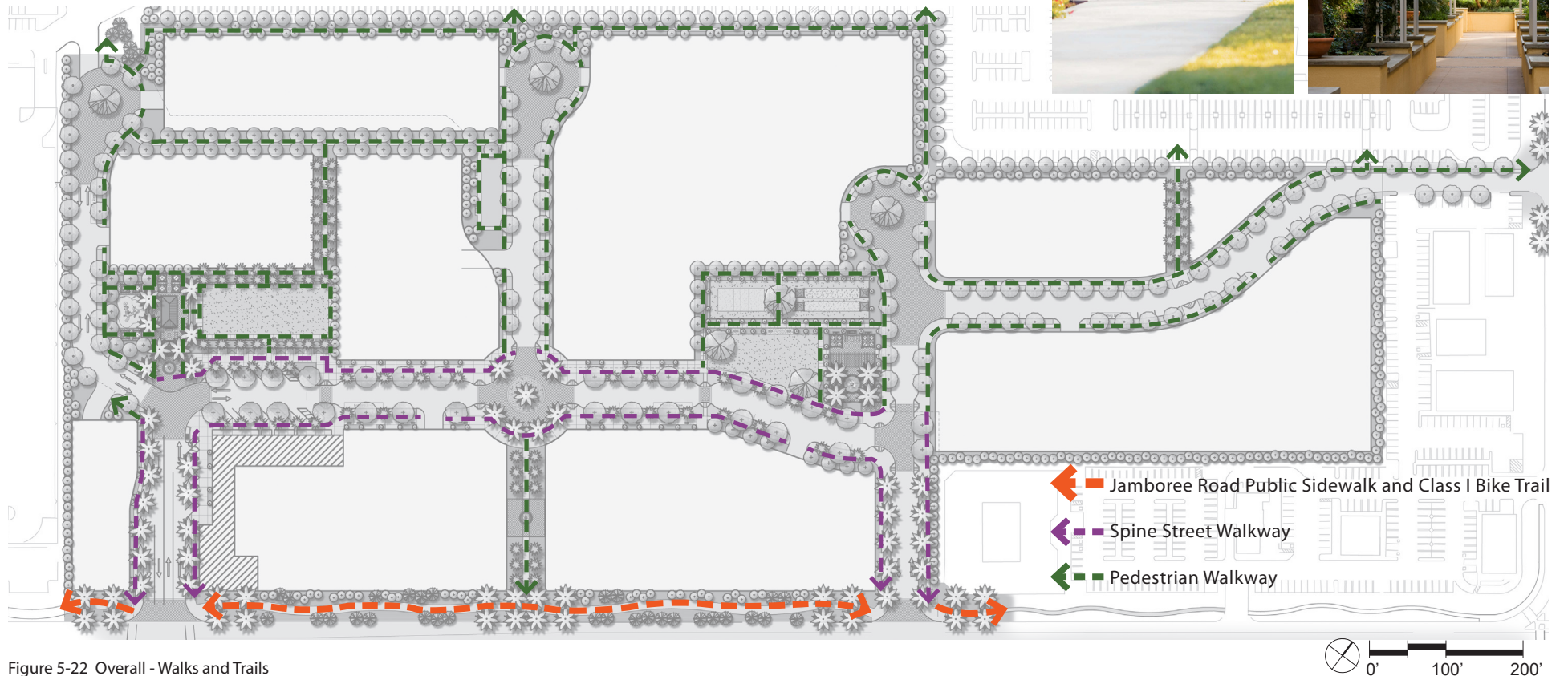


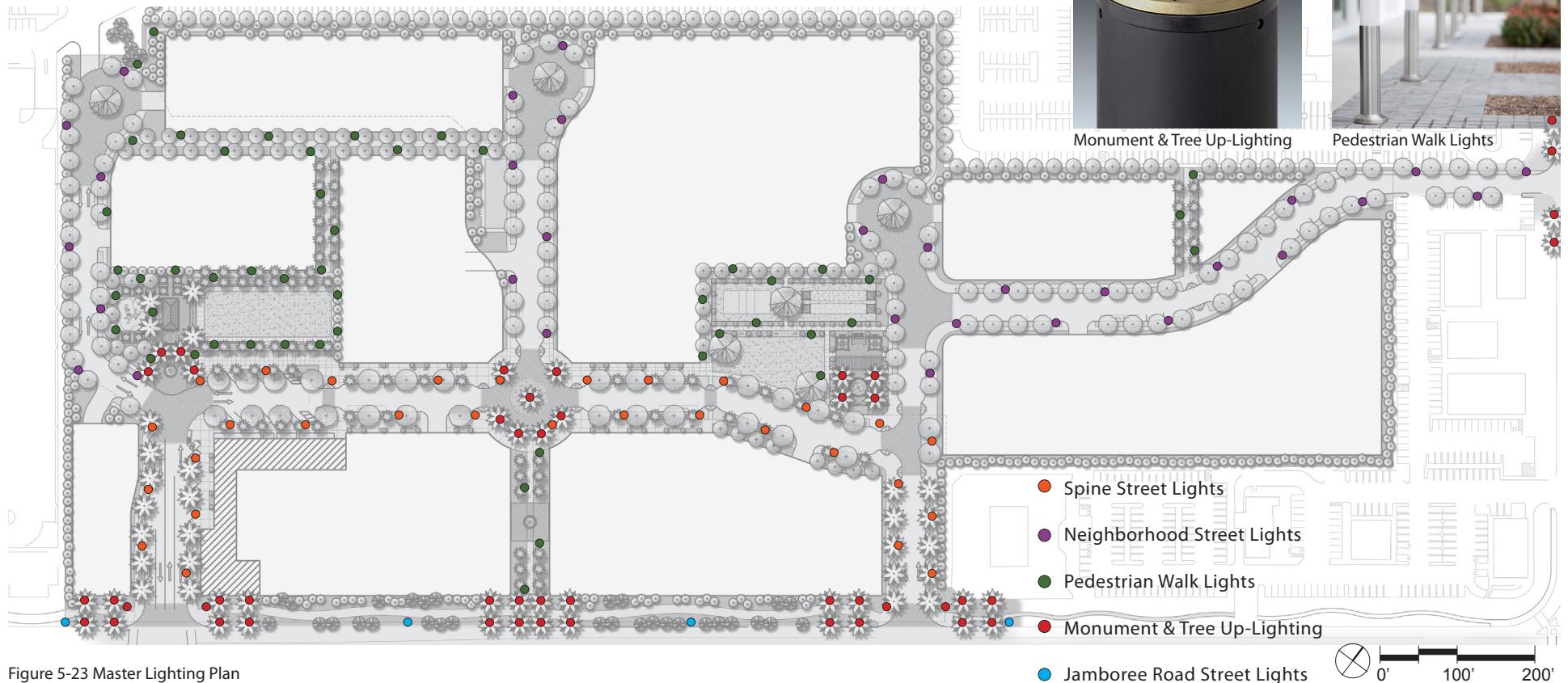
Figure 5-22 Overall - Walks and Trails

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.7.3 Lighting Plan

Uptown Newport Village lighting shall embrace a unified lighting theme for fixtures along common area streets. The master lighting plan depicted in Figure 5-23 provides the hierarchy for lighting included in the master development. There will also be a hierarchy of lighting fixture heights and sizes within Uptown Newport. The overall unified lighting style could range from modern to classical. The lighting within parcel developments is encouraged to match the architectural

style of the buildings. All common area lighting shall be consistent with the local code requirements. Pole lights along Jamboree Road shall match the existing street scene style and layout. Up-lighting will be utilized at entries, illuminating community monuments and trees. The lighting between phases shall match in style, height, color and manufacturer.



5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.7.4 Site Furnishings

Site furnishings within the common areas of the Uptown Newport PC shall be unified in form, color and manufacturer, if possible. Benches, bike racks, metal bollards, and tree grates are to be of one family that works well together that supports a “one district look” within the community. Master site furnishings are shown in Figure 5-24 and depicts the site furnishings that will be provided as part of the master site development.



Bench



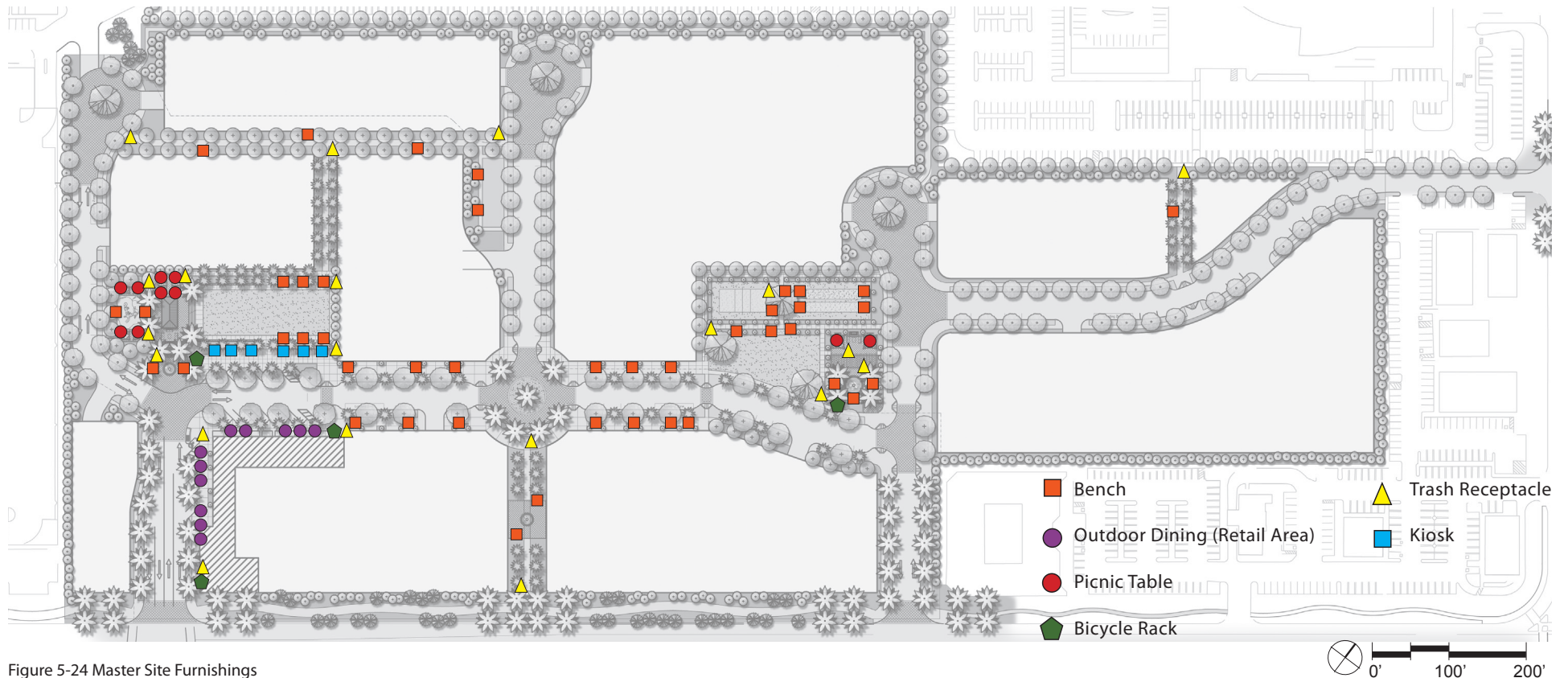
Picnic Table



Bicycle Rack



Trash Receptacle



6.0 INTRODUCTION

6.0.1 Signage Design Guideline Objectives

The signage design guidelines identified in this document provide standards for use in the development for the Uptown Newport PC project as part of the Master Site Development and site plan review process. The intent of the guidelines is to establish criteria that will be the basis for the design of signage/graphics throughout the project and to insure that there is a consistent design image that contributes to the identity and promotes the quality of Uptown Newport. It is intended that all signage has a coordinated design with organizational unity and overall visual identity. The signage should be an integral part of the project's architecture, landscaping and be compatible with the lighting.

6.0.2 Comprehensive Sign Program

The City of Newport Beach Sign Standards (Section 20.42.120) allows for the integration of all of a project's signs with the overall site design and building design into a unified architectural statement. The proposed sign program for Uptown Newport PC shall comply with the purpose and intent of NBMC Chapter 20.42 Sign Standards, these Signage Design Guidelines and the overall purpose and intent of Section 20.42.120.

In addition to the signage guidelines herein, signs where applicable, must comply with the codes and regulations of NBMC (Chapter 20.42) and all applicable State of California (CBC/Title 24).

6.1 SIGNAGE AND GRAPHICS

Program Components

These Signage Design Guidelines include standards for the following signage/graphics elements:

- Primary Project ID Monuments and/or Wall Signs (Sec. 6.4)
- Secondary Project ID Monument Signs (Sec. 6.5)
- Retail Tenant Directory Monument Signs (Sec. 6.6)
- On-Building Project ID Signs (Sec. 6.7)
- Retail Tenant ID Signs (Sec. 6.8)
- On-Site Advisory Signs (Vehicular and Pedestrian Directionals) (Sec. 6.9)
- Building and Unit Address Signs (Sec. 6.10)
- Amenity Identification Signs (Sec. 6.11)
- Parking Garage ID (Sec. 6.12)
- Marketing Banners (Sec. 6.13)
- Park Identification Signs (Sec. 6.14)
- Park Rules/Regulations Signs (Sec. 6.15)
- Marketing Signs (Sec. 6.16)

6.2 GENERAL DESIGN GUIDELINES

These Design Guidelines have been developed to implement a signage program within Uptown Newport that is compatible with the surrounding physical and visual character of the project, communicate effectively, enhance the perception of the Uptown Newport PC, and reduce visual clutter caused by excessive and poorly placed signage. The following guidelines will be taken into consideration in the final design of individual signs in the context of the overall sign program for the project.

6.2.1 Legibility

Signs should be easy to read and comprehend. Legibility does not depend on size, but on design. A well composed sign, that is smaller in size can be easier to read than a larger sign that is cluttered with too much information, too many elements of color, shapes and typefaces. To enhance legibility, sign panel backgrounds should be free of distracting details and decoration and provide sufficient contrast with the graphics displayed on the sign.

6.2.2 Typography

In addition to the master planned and individual project identification logotypes, a single typeface should be selected for application to ancillary signage that is compatible with the logotype and reflects the image of the project. A sans serif typeface is recommended because it communicates information more effectively than an elaborate and complex typeface. Consideration should be given to the use of a typestyle that is available in a family of different weights and in condensed or regular versions. Within one typeface family, a bolder weight can be used to accentuate a particular portion of a message by creating a distinction between other copy. The use of several different typefaces on a sign is discouraged, as it makes the sign difficult to read. Also,

the use of upper and lower case characters versus all upper case characters should be studied in the context of each sign. If all upper case characters are used, this approach should be consistently applied to all signs.

6.2.3 Materials and Colors

Sign materials should be consistent on all signs and all finishes uniformly applied. It is recommended that signs fabricated from metal have an acrylic polyurethane paint with a satin gloss finish. Color is most effective when used simply. Too many colors, particularly accent colors, can distract the reader and reduce legibility, making the signs less effective. Colors selected for sign backgrounds should be compatible with the architectural palette of the project and provide sufficient contrast with the copy color.

6.2.4 Placement

Signs should be located in areas where they are easy to read and be in scale to the viewer whether the sign is pedestrian or vehicular oriented. Locations should be selected so that the signs are compatible with adjacent architectural elements and surrounding landscape/hardscape features. Signs located along street frontages shall comply with the set back/sight distance triangle requirements as determined by the City of Newport Beach sign standards.

6.2.5 Size

Signs should be of a size proportional to the area where they are located, or building on which they are placed. The prevailing travel speeds of motorists should be taken into consideration when determining sign formats and copy sizes. Copy on vehicular oriented signs should be larger to allow viewers to perceive, read and understand the intent of the sign. Pedestrian oriented signs can be at a smaller scale.

6.2.6 Methods of Illumination

Primary project identification signs can consist of cabinets with internal illumination or they can be externally illuminated by ground mounted light fixtures. Internally illuminated sign cabinets can display face lit push-thru copy in translucent white or day/night acrylic letters or have halo lit copy. The level of illumination should be sensitive to surrounding light levels. Signs with multi-colored internally illuminated components are discouraged. Internally illuminated sign cabinets with lit backgrounds are not permitted, only the copy can transmit light. Address signs on buildings may be required to be halo lit, or have an indirect light source subject to the City of Newport Beach signage/life safety requirements applicable to Uptown Newport.

6.3 SIGN LOCATION PLAN

The sign location plan depicted on this page shows general locations for sign types 1-13 established in these guidelines (see figure 6.1).

SIGN LEGEND

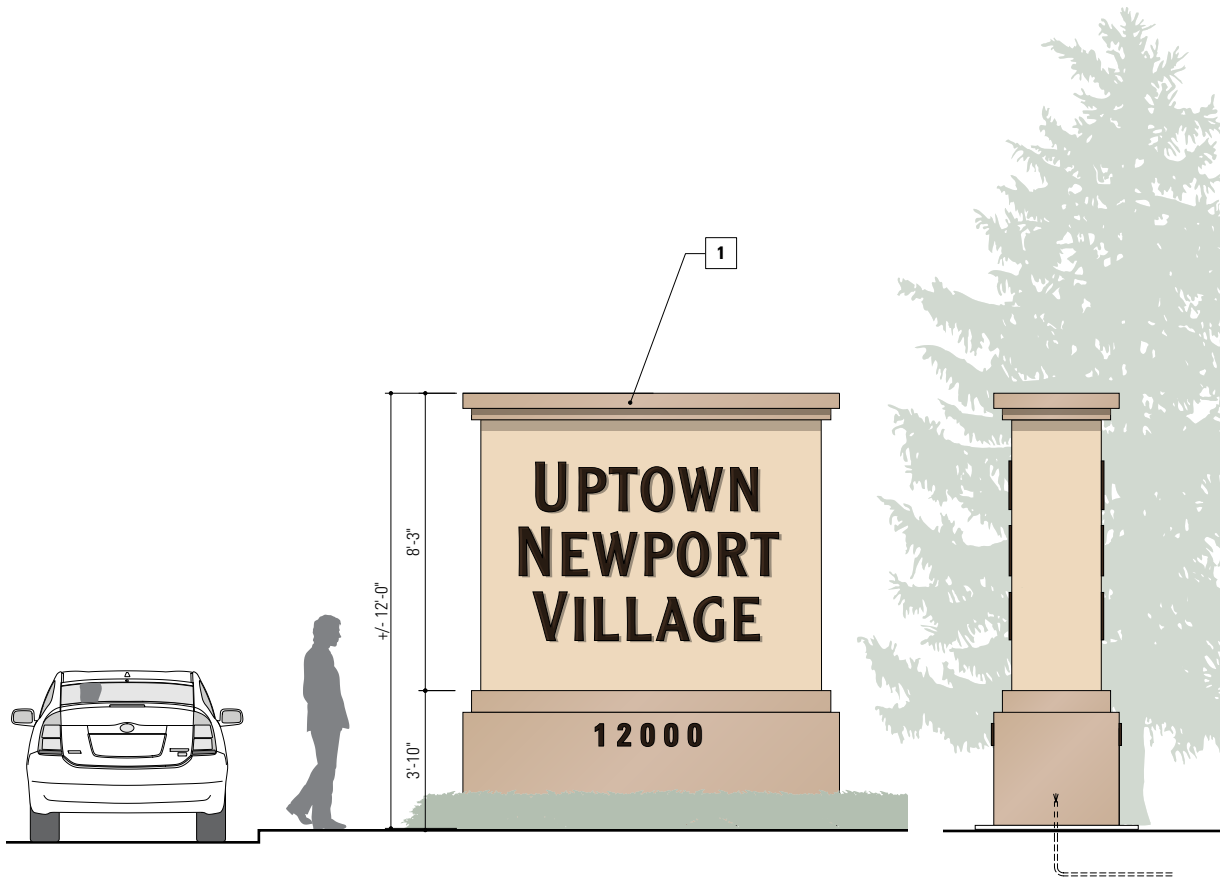
- ❶ Primary Project ID Monument
- ❷ Secondary Project ID Monument
- ❸ Retail Tenant ID Monument
- ❹ On-Building Project ID Signs
- ❺ On-Building Retail Tenant ID Signs
- ❻ On-Site Advisory Signs
- ❼ Building and Unit Address Signs
- ❽ Amenity ID Signs
- ❾ Parking Garage Signs
- ❿ Temporary Marketing Signs
Subject to City of Newport Beach Municipal Code
- ⓫ Marketing Banners
Subject to City of Newport Beach Municipal Code
- ⓬ Primary Park ID Signs
- ⓭ Park Rules/Regulations Signs



Figure 6.1: Master Signage Plan

1

Fabricated aluminum cabinet with paint finish or faux plaster finish. Cabinet to rest on integral color concrete base. Copy to be internally illuminated push-thru day/night acrylic or illuminated by ground mounted light fixture. Address numerals to be flat cut metal, pin mounted to concrete base with blind anchor studs.



6.4 – SIGN TYPE 1

Primary Project Identification Monument

Purpose

Permanent ground level monument to identify Uptown Newport.

Maximum Number

Two signs located on Jamboree Road Frontage.

Location

On-site. Project name on monument or screen walls adjacent to primary project entries off Jamboree Road. outside of sight-distance triangles per City standards.

Sign Copy

Name of project, tagline such as “Apartments” or “Apartment Villages” project logo and project addresses or address range.

Maximum Sign Height

+/- 12'-0" average height for sign monuments.

Maximum Sign Area

75 S.F.

Maximum Letter Size

18"

Sign Construction/Materials

Individual letters mounted on project screen wall or metal cabinet with concrete or stone clad base.

Method of Illumination

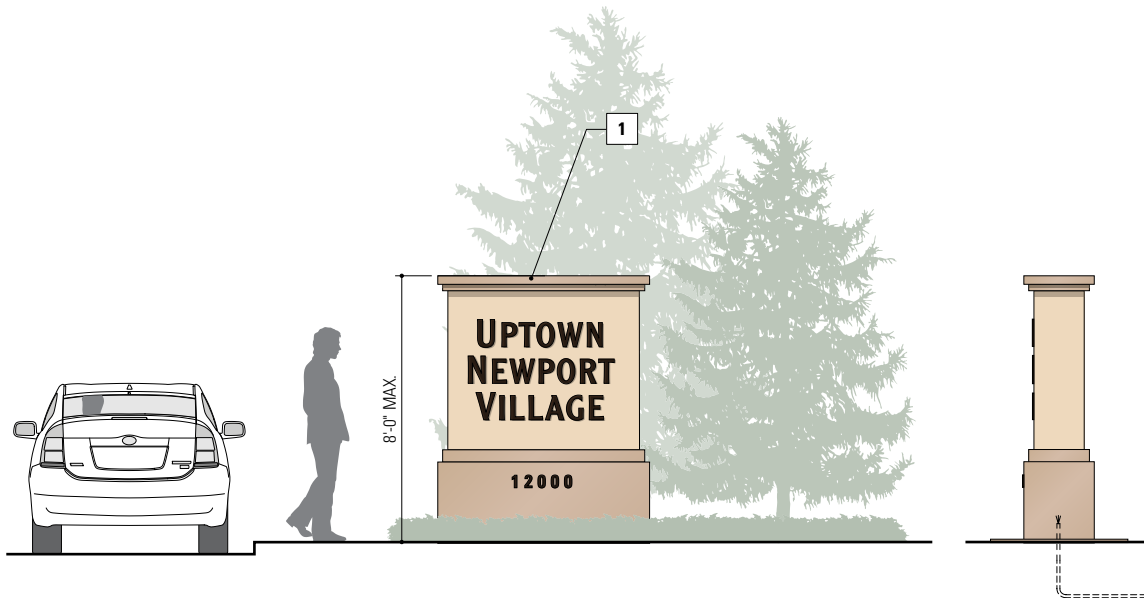
Individual halo illuminated letters, external illumination from ground mounted light fixtures or internally illuminated push thru copy. Signs with internally illuminated backgrounds are not allowed.

Typestyle

Project name logotype and symbol with supporting copy in project standard font.

1

Fabricated aluminum cabinet with paint finish or faux plaster finish. Cabinet to rest on integral color concrete base. Copy to be internally illuminated push-thru day/night acrylic or illuminated by ground mounted light fixture. Address numerals to be flat cut metal, pin mounted to concrete base with blind anchor studs.



6.5 – SIGN TYPE 2

Secondary Project Identification Monument

Purpose

Permanent ground level monument to identify Uptown Newport.

Maximum Number

One sign at Birch Street project entry.

Location

On-site adjacent to project entry off Birch Street.

Sign Copy

Name of project, tagline such as “Apartments” or project address or address range.

Maximum Sign Height

8'-0" Height

Maximum Sign Area

30 S.F.

Maximum Letter Size

12"

Sign Construction/Materials

Fabricated aluminum cabinet with internal illumination mounted to concrete or stone-clad base.

Method of Illumination

Individual halo illuminated letters, internally illuminated push thru copy or externally illuminated copy from ground mounted light fixtures.

Typestyle

Project name logotype and symbol with supporting copy in project standard font.

1

Fabricated aluminum cabinet with paint finish or faux plaster finish. Cabinet to rest on integral color concrete base. Copy to be internally illuminated push-thru day/night acrylic or illuminated by ground mounted light fixture. Tenant panels to be changeable.



6.6 – SIGN TYPE 3

Retail Tenant Identification Monument

Purpose

Permanent ground level monument located along project site frontage.

Maximum Number

One sign on Jamboree Road.

Location

On-site. Perpendicular to street on Jamboree Road.

Sign Copy

Names of up to four retail tenants. Sign to have copy on two sides.

Maximum Sign Size

7'-6" Maximum Height.

Maximum Sign Area

30 S.F.

Maximum Letter Size

6"

Sign Construction/Materials

Fabricated aluminum cabinet with internal illumination on concrete or stone clad base. Tenant panels to be changeable.

Method of Illumination

Individual halo illuminated letters, internally illuminated push thru copy or externally illuminated copy from ground mounted light fixtures.

Typestyle

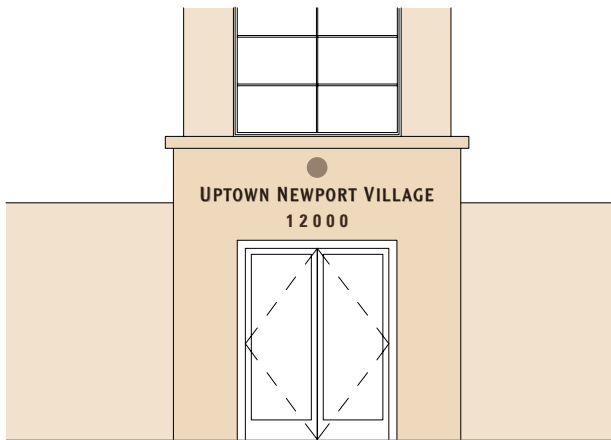
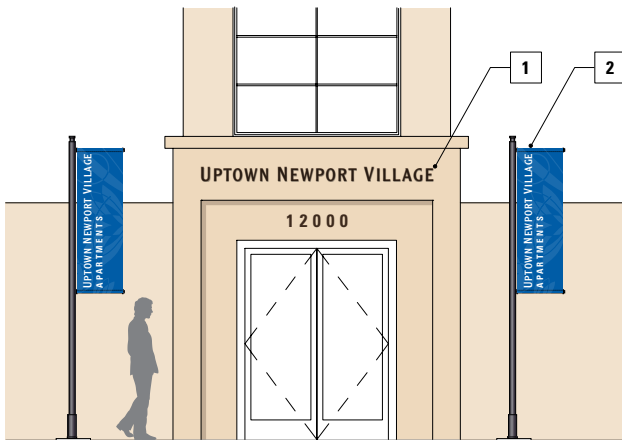
Tenant logotype or project standard typestyle in project standard color.

1

Individual flat cut or fabricated aluminum letters and numerals with paint finish. Letters to be pin mounted to building fascia with blind anchor studs.

2

Marketing banner adjacent to primary building entries. See Sign Type 13 for details. (Subject to City of Newport Beach Municipal Code).



6.7 – SIGN TYPE 4

On-Building Project Identification Signs

Purpose

Building mounted project identification sign located at primary building entries and leasing office.

Maximum Number

One sign per each primary building entry.
Four marketing banners adjacent to entry (subject to City of Newport Beach Municipal Code)

Location

On building fascia above or adjacent to entry or on architectural canopy at entry.

Sign Copy

Symbol/logotype and/or project or building name.

Maximum Sign Size

12'-0" Length

Maximum Sign Area

9 S.F.

Maximum Letter Size

9"

Sign Construction/Materials

Individual flat cut or fabricated aluminum letters and numerals with paint finish. Letters to be pin mounted to building fascia with blind anchor studs.

Method of Illumination

Halo illumination, or non-illuminated.

Typestyle

Project logotype or project standard typestyle.

1

Fabricated aluminum sign frame with changeable tenant ID panel. Sign to have paint finish. Sign copy can be internally illuminated with LED lamp or non-illuminated.



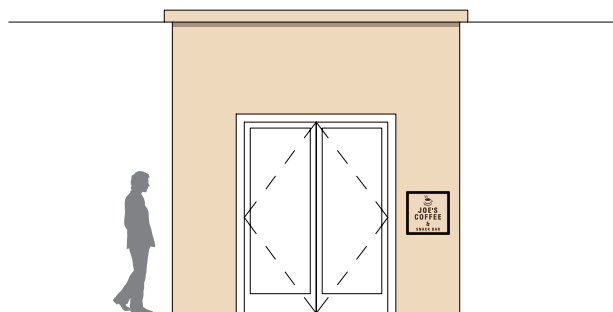
Blade Sign



Wall Sign



Fascia/Canopy Sign



Wall Sign

6.8 – SIGN TYPE 5

On-Building Retail Tenant Identification Signs

Purpose

To identify business names of retail tenants.

Maximum Number

Two signs per retail space frontage with a primary entry. Corner spaces may have a third sign on a separate elevation subject to owner approval.

Location

On-building walls adjacent to primary store entry, on canopies above store entry and/or blade sign along storefront.

Sign Copy

Business name and symbol. Business descriptions or product descriptions are not permitted unless part of name.

Maximum Sign Size

2' x 2' wall sign, 12' (max) length canopy signs and 18" x 2' blade sign.

Maximum Sign Area

4 S.F. (Wall Sign), 36 S.F. (Canopy Sign), 36 S.F. (Blade Sign)

Maximum Letter Size

9"

Sign Construction/Materials

Fabricated aluminum sign frame with changeable tenant ID panel. Sign to have paint finish.

Method of Illumination

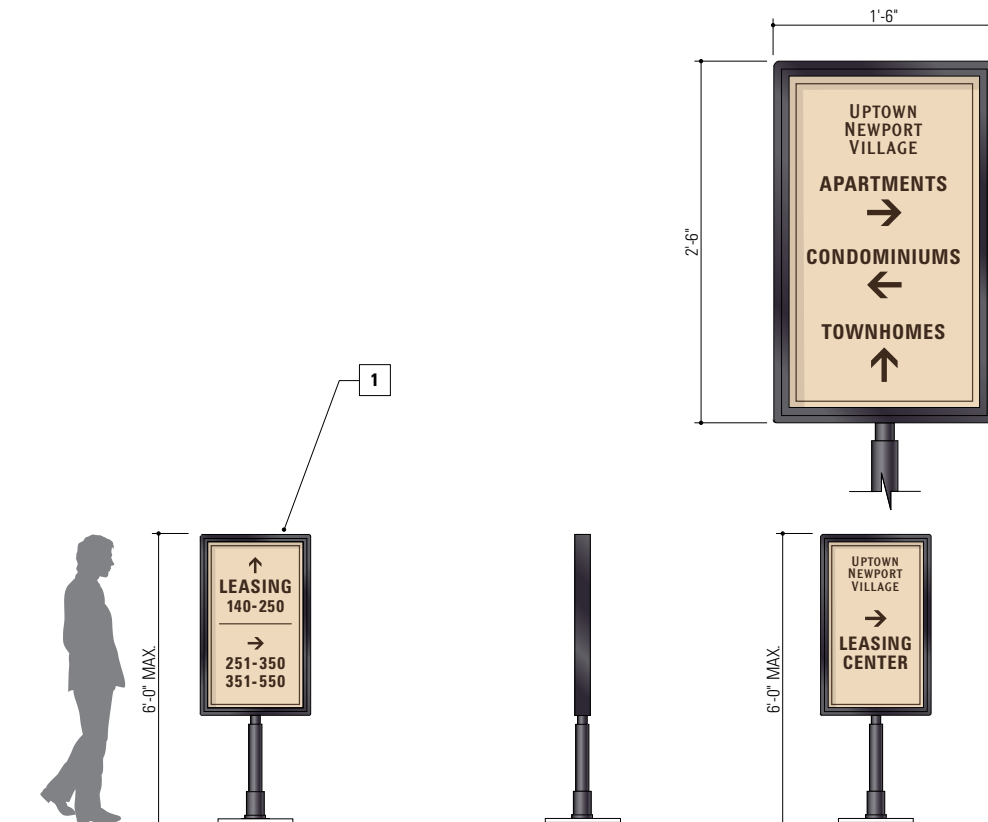
Internal illumination or non-illuminated.

Typestyle

Tenant logotype in project standard color.

1

Fabricated aluminum post and panel sign with paint finish. Copy to be reflective vinyl.



6.9 – SIGN TYPE 6

On-Site Advisory Signs

Purpose

Vehicular and pedestrian oriented signs to provide direction to on-site motorists and pedestrians as required to facilitate on-site wayfinding.

Maximum Number

As required.

Location

On site. Adjacent to project entries and drive aisles and along pedestrian walkways.

Sign Copy

Directional information with arrows to include identification of individual products within Uptown Newport.

Maximum Sign Height

6'-0" Height

Maximum Sign Area

9 S.F. Sign Panel

Maximum Letter Size

5"

Sign Construction/Materials

Fabricated aluminum post and panel with paint finish.

Method of Illumination

Non-illuminated.

Typestyle

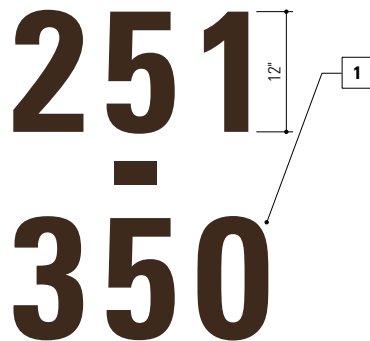
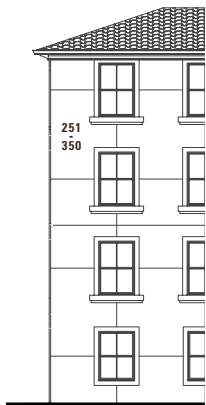
Project standard typestyle.

1

Fabricated aluminum numerals with paint finish. Numerals to have halo illumination with LED lamps. Method of illumination to be verified by City of Newport Beach.

2

Fabricated aluminum sign frame and panel with paint finish and raised numerals. Size of numerals to be verified by City of Newport Beach security/life safety requirements.



6.10 – SIGN TYPES 7 & 7A

Building and Unit Address Signs

Purpose

Code-required address signage to identify individual buildings and units within buildings.

Maximum Number

As required.

Location

On-building fascias at locations visible to visitors and emergency response vehicles.

Sign Copy

Building address and unit numbers.

Maximum Sign Height

12" address numerals – 2 1/2" unit numbers.

Maximum Sign Area

As required.

Maximum Letter Size

As required.

Sign Construction/Materials

Fabricated or flat cut aluminum address numerals and fabricated aluminum unit number plaque with paint finish.

Method of Illumination

As required.

Typestyle

Project standard typeface.

1

Fabricated aluminum frame and changeable sign panel with paint finish. Copy to be vinyl.



6.11 –SIGN TYPE 8

Amenity Identification Signs

Purpose

To identify on-site amenities within buildings to include recreation rooms, fitness centers, leasing office, etc.

Maximum Number

One sign per primary entry.

Location

On wall adjacent to primary entry.

Sign Copy

Amenity identification and hours of operation.

Maximum Sign Size

18" x 24"

Maximum Sign Area

3 S.F.

Maximum Letter Size

3"

Sign Construction/Materials

Fabricated aluminum frame and sign panel with paint finish.

Method of Illumination

Non-illuminated.

Typestyle

Project standard typestyle.

1

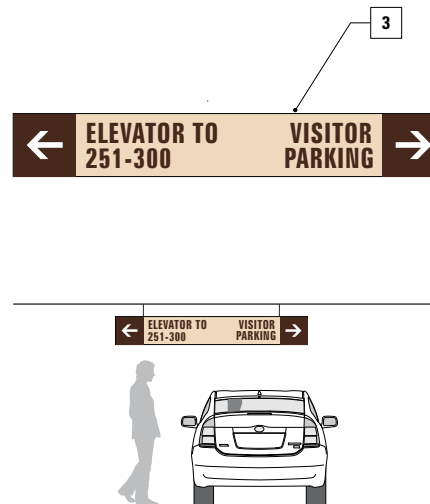
Individual fabricated or flat cut aluminum letters with paint finish. Letters to be pin mounted to fascia with blind anchor studs.

2

Aluminum fabricated bang bars with paint finish. Bars to be suspended from soffit as clearance requires by code.

3

1" thick lightweight MDO panel with paint finish. Graphic to be reflective vinyl. Panels to be suspended or beam mounted as determined by location/orientation.



6.12 –SIGN TYPE 9

Parking Garage Signage

Purpose

To identify vehicular entries into parking garages, address code required signage and provide vehicular and pedestrian directional/wayfinding signage to facilitate vehicular and pedestrian traffic.

Maximum Number

As required.

Location

At parking garage entries, elevator and stairs along drive aisles within garage.

Sign Copy

As required for wayfinding and by code.

Maximum Sign Size

As required.

Maximum Sign Area

As required.

Maximum Letter Size

As required by code and for legibility.

Sign Construction/Materials

Individual fabricated or flat cut aluminum letters with paint finish. MDO sign panels with paint finish.

Method of Illumination

Non-illuminated.

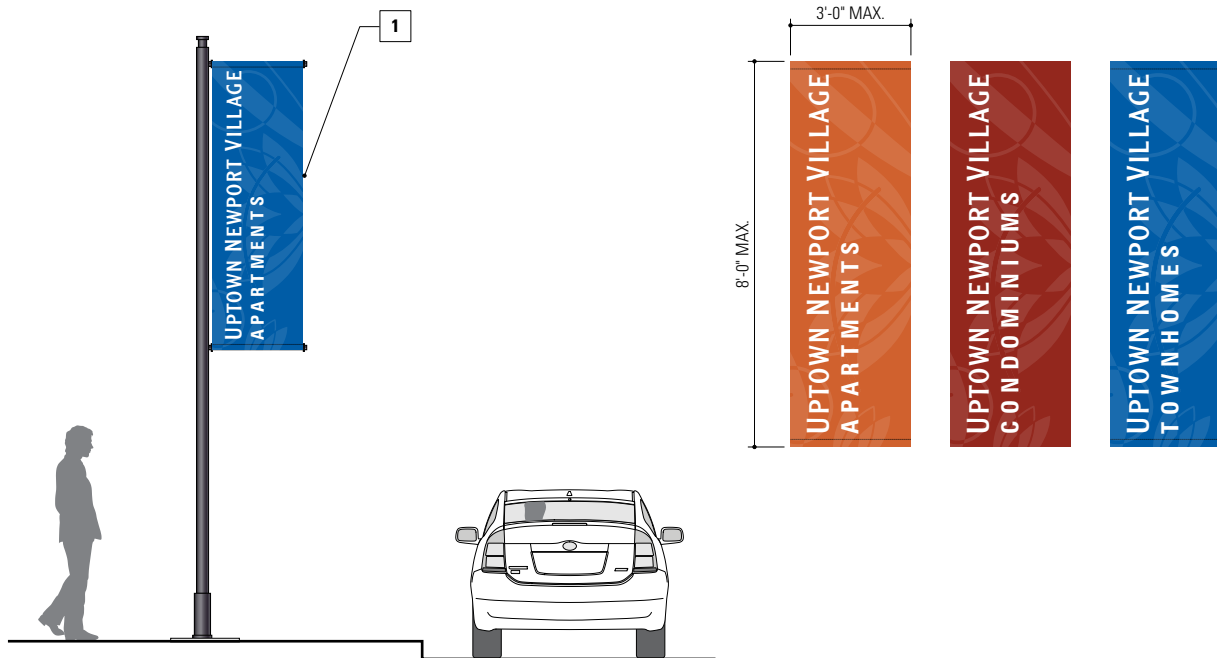
Typestyle

Project standard typestyle and graphics.

1

Aluminum support post with fabric or vinyl banner with silkscreened graphics to include copy and background imagery.

*Signs subject to City of Newport Beach Municipal Code



6.13 – SIGN TYPE 11

Marketing Banners

Purpose

To identify projects and products.

Maximum Number

Clusters of six (6) marketing banners at two locations and four per building entry.

Location

At locations adjacent to project entries on Jamboree and at primary entries to residential buildings.

Sign Copy

Project name and project description.

Maximum Sign Size

3' x 8' banner.

Maximum Sign Area

24 S.F.

Maximum Letter Size

9"

Sign Construction/Materials

Aluminum post with fabric or vinyl banner.

Method of Illumination

Non-illuminated.

Typestyle

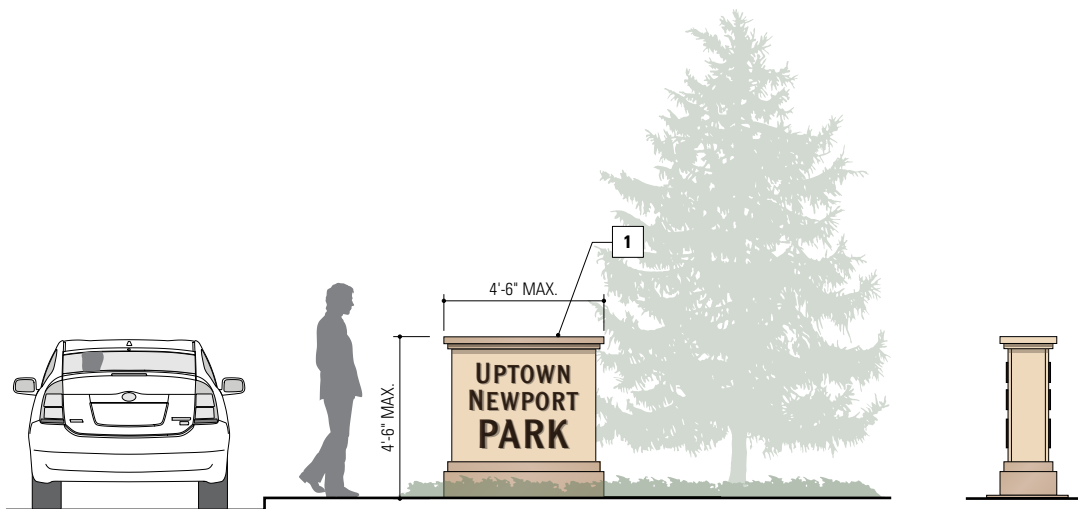
Project logotype and project standard typestyle.

Duration

Temporary signs shall be removed at the expiration of a temporary sign permit, or upon sale, lease or rental of the property has been consummated.

1

Fabricated aluminum cabinet with paint or faux plaster finish. Cabinet to rest on integral color cast concrete base.



6.14 – SIGN TYPE 12

Park Identification Signage

Purpose

To identify park.

Maximum Number

2 signs per park.

Location

At primary entries to park.

Sign Copy

Park name and hours.

Maximum Sign Height

4' - 6" height

Maximum Sign Area

14 S.F.

Maximum Letter Size

6"

Sign Construction/Materials

Aluminum cabinet on concrete base.

Method of Illumination

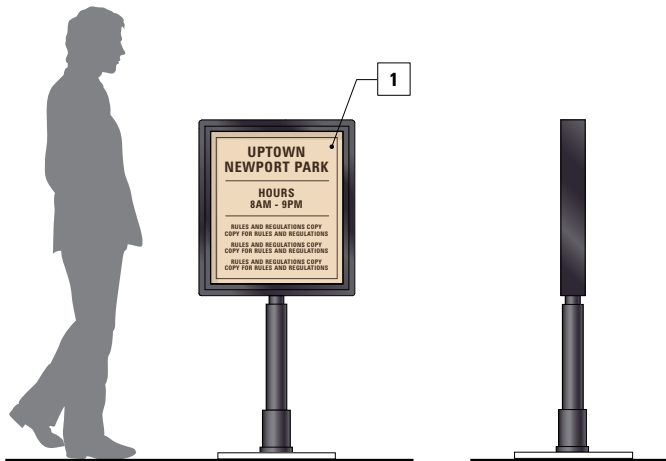
Non-illuminated or lit from ground mounted fixtures.

Typestyle

Project standard typestyle.

1

Fabricated aluminum post and panel sign with paint finish. Copy to be reflective vinyl.



6.15 – SIGN TYPE 13

Park Rules/Regulations Sign

Purpose

To identify park hours and rules/regulations.

Maximum Number

2 signs per park.

Location

At pedestrian entries to park.

Sign Copy

Park name, hours and listing of restricted activities.

Maximum Sign Size

4' - 6" height

Maximum Sign Area

4.5 S.F.

Maximum Letter Size

2"

Sign Construction/Materials

Fabricated aluminum sign panel and post with paint finish.

Method of Illumination

Non-illuminated.

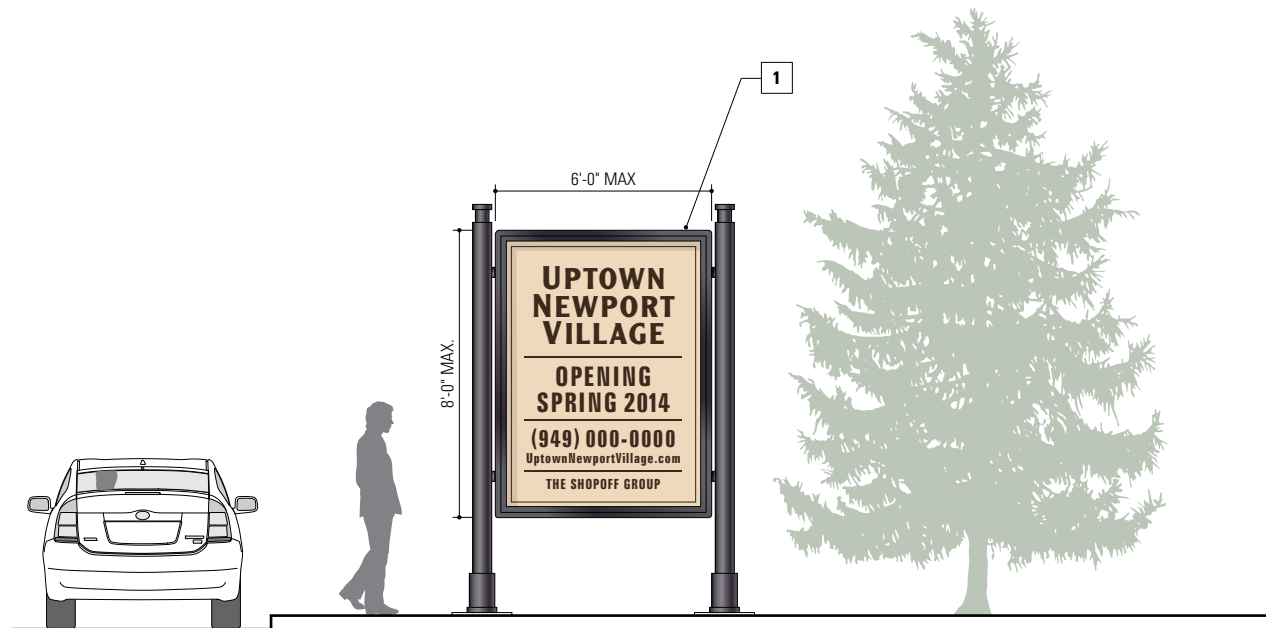
Typestyle

Project logotype and project standard typestyle.

1

Fabricated aluminum post and panel with paint finish.
Copy to be vinyl.

*Signs subject to City of Newport Beach Municipal Code



6.16 – SIGN TYPE 10

Marketing Signs

Purpose

To provide project information to include identification of future property use and leasing information. Construction barricade signage/graphics related to project opening, leasing and identification of development team.

Maximum Number

- Two (2) Future Facility sign along Jamboree Rd.
- Two (2) Leasing Information sign along Jamboree Rd.
- Two (2) leasing office directional signs.

Location

At various locations along Jamboree Road and along primary entry drives.

Sign Copy

Project logotype, information related to project opening/leasing and graphics on construction barricade.

Maximum Sign Size

6' x 8' sign panel.

Maximum Sign Area

48 S.F.

Maximum Letter Size

9"

Sign Construction/Materials

Fabricated aluminum post and panel with paint finish. Sign panel may have background with accent color.

Method of Illumination

Non-illuminated.

Typestyle

Project logotype and project standard typestyle.

Duration

Temporary signs shall be removed at the expiration of a temporary sign permit, or upon sale, lease or rental of the property has been consummated.

Attachment No. PC 4

Land Uses, Development Standards and
Procedures - Red-lined Word Document

UPTOWN NEWPORT – LAND USES, DEVELOPMENT STANDARDS AND PROCEDURES TEXT ONLY REDLINE JANUARY 25, 2013

1. Introduction and Purpose of Development Plan

1.1 INTRODUCTION

The Uptown Newport Planned Community Development Plan, hereinafter referred to as “the Uptown Newport PC” is located within the City of Newport Beach Airport Area. Regional access to the 25-acre project site (also referred to as “Subject Property”) is provided by Jamboree Road, Birch Street, Von Karman Avenue, and MacArthur Boulevard.

The Uptown Newport PC is located in close proximity to the 405, 73 and 55 Freeways via MacArthur Boulevard and Jamboree Road as shown on Figure 1-1. Uptown Newport is located near regional open space areas, including Upper Newport Bay, Mason Regional Park in Irvine and the San Joaquin Freshwater Marsh. It is also located near the University of California - Irvine (UCI) with immediate adjacency to the UCI North Campus opposite the Subject Property on Jamboree Road.

The Uptown Newport PC site was originally developed as part of the Koll Center Newport, and has been used for manufacturing telecommunications equipment and computer chips since the 1970's. The City's General Plan calls for infill development and redevelopment of the Airport Business Area. The General Plan allows for up to 2,200 residential units to be developed in the Airport Business Area. In September of 2010, the City approved the Integrated Conceptual Development Plan (ICDP), which provides to provide a framework for residential development on both the Koll Center Newport and Uptown Newport PC properties (the Uptown Newport PC site was referred to as the “Conexant Site” in the ICDP). The ICDP allocated 1,244 residential units and up to 11,500 square feet of retail to be developed on the Uptown Newport PC property and up to 260 residential units to be developed on the Koll property. The Uptown Newport PC provides the regulatory framework for redevelopment of the 25-acre property Subject Property into a high-density mixed use residential project.

1.2 AIRPORT AREA CONTEXT

Uptown Newport is located within the Conceptual Development Plan Area of the City's Airport Area, as defined by the City's General Plan. The Airport Area encompasses approximately 360 acres of land located southeast of the John Wayne Airport (JWA), and is bound by Jamboree Road, Campus Drive, and Bristol Street. The ICDP area includes a portion of the 75-acre Koll property, and the 25-acre Uptown Newport property. These two properties are part of the larger Koll Center, which was developed as a master planned campus office park, governed by the Koll Center Newport Planned Community Development Plan (PC-15 - Koll Center) adopted by the City of Newport Beach on August 14, 1972 (Ordinance No. 1449). The Koll Center Planned Community extends northeast from the intersection of MacArthur Boulevard and Jamboree Road to Campus Drive. Refer to Figure 1-2 for the location of the project site within the City of Newport Beach and in the context of the Airport Area.

1.3 IMMEDIATE CONTEXT

As illustrated in Figure 1-3, the Uptown Newport PC site is developed with two buildings aligned along the northwestern perimeter of the site. The northernmost building located at 4321 Jamboree ranges from approximately 40-50 feet in height. The building is approximately 311,452 square feet in size, and includes both industrial and supporting office uses. The southernmost building located at 4311 Jamboree is approximately 25 feet in height and approximately 126,675 square feet in size, and includes office uses, lab space, a data center, and cafe uses. Parking for both buildings is provided in adjacent surface parking lots.

The site is immediately bounded by Jamboree Road to the southeast, fast food restaurants to the northeast, and by existing office development within the Koll Center Newport to the northwest and southwest. Refer to Figure 1-3 for an illustration of the project site's orientation to nearby streets and surrounding land uses.

Direct access to the Uptown Newport PC is currently provided by two entries on Jamboree Road, one of which is signalized, and one entry on Birch Street. Von Karman Avenue to the northwest and MacArthur Boulevard to the west do not provide direct vehicular access to the Uptown Newport PC due to existing development within Koll Center Newport. An access drive easement is located at the western-most corner of the site and provides emergency access through the Koll Center Newport to Von Karman Avenue from the Uptown Newport PC.

1.4 PURPOSE

The Uptown Newport ~~PC~~Land Uses, Development Standards & Procedures coordinates and regulates development of the residential, commercial, open space, circulation and other land uses that may be developed within the Uptown Newport site. It also serves as the implementing zoning document for the property and implements the Newport Beach 2006 General Plan and the approved Integrated Conceptual Development Plan (ICDP). The ICDP encourages the development of coordinated, cohesive and environmentally-friendly residential and mixed use projects in the Airport Area, designed to create new urban villages with a distinctive sense of place.

The Uptown Newport PC provides a framework for converting the existing industrial uses at the project site into a new village within the Airport Area, with a mix of uses, densities and amenities. The proposed land use intensity is compatible with existing and anticipated development planned in the Airport Area. It also permits the existing industrial development as an allowed interim use until the existing TowerJazz lease expires, or until March 2027, whichever occurs first, and ensures an orderly transition to new residential mixed-use village land uses.

The Uptown Newport PC allows for the demolition and replacement of 438,127 square feet of existing industrial and office uses allocated to the Uptown Newport site with a residential and mixed-use development. The location of proposed land uses are illustrated on Figure 2-1. A new street system will be developed to provide appropriate circulation throughout the project site for both pedestrians and vehicles, breaking up the project site into multiple development areas.

1.5 RELATIONSHIP TO MUNICIPAL CODE

~~Whenever~~Except as otherwise noted in the Uptown Newport PC, whenever the development regulations of this plan conflict with the regulations of the Newport Beach Municipal Code, the regulations contained herein shall prevail. The Municipal Code shall regulate the Uptown Newport PC whenever regulations are not provided within these district regulations. All words and phrases used in the Uptown Newport PC shall have the same meaning and definition as used in the City of Newport Beach Municipal Code unless defined differently in this document.

1.6 RELATIONSHIP TO AIRPORT AREA CONCEPTUAL DEVELOPMENT PLAN

In 2006 the City of Newport Beach adopted a voter-approved comprehensive update to its General Plan, which includes a plan for infill development within the Airport Area (Statistical Area L4), located immediately east of John Wayne Airport and bounded by Jamboree Road, Campus Drive and Bristol Street. The policies promote the introduction of residential and mixed-use development within the airport area, provided that such development contributes to the creation of viable neighborhood clusters with appropriate infrastructure, pedestrian-oriented features and open spaces, and with a pattern of development that offers a strong sense of community and livability.

The General Plan policies allow for a maximum of 2,200 units of housing within the Airport Area. All but 550 of these units must replace existing development so that there is no net gain of vehicular trips; the 550 “additive” units may be constructed on existing surface parking lots or areas not used for occupiable buildings located east of MacArthur Boulevard. This area, referred to in the General Plan as the Conceptual Development Plan Area (depicted on Figure LU22 of the General Plan Land Use Element), has strong potential for the introduction of new residential development, as it includes two large tracts of assembled property, including the 75-acre Koll Center Newport property and the ~~25-acre~~ Uptown Newport site.

The Koll Center Newport and Uptown Newport properties require the adoption of a conceptual plan in accordance with the General Plan.

1.7 RELATIONSHIP TO THE INTEGRATED CONCEPTUAL DEVELOPMENT PLAN

In September of 2010, the City approved the Koll-Conexant ICDP, which provides a framework for residential development on both the Koll and Conexant properties within the Airport Business Area. The ICDP is aimed at fulfilling the policies of the General Plan, ensuring cohesive and ~~liveable~~livable neighborhoods oriented to parks and pedestrian ways, ~~and a finer-grained network of structures which will remain.~~ In the ICDP, the Uptown Newport PC property was referred to as the “Conexant Site”.

The ICDP establishes a framework for development of individual projects within the site area, including goals and guidelines for land uses, height and bulk of buildings, sustainable development practices, unifying landscape, lighting and signage themes, streets and pedestrian circulation, recreation and open space.

The ICDP provides for the redevelopment of the 25-acre Uptown Newport site and for the redevelopment of a 12.7-acre portion of the Koll Center office park between Birch Street and Von Karman Avenue with new residential development and open space, carefully integrated with existing office buildings and parking structures which will remain ~~on the Koll Center Newport site.~~ Connectivity within and between the two properties will be provided with existing and new pedestrian ways improved with parking lot screening, planting and/or enhanced pavings which are compatible between the Koll and Conexant properties.

The ICDP permits a total of up to 1,504 new residential units; 1,244 of which are planned and could be developed on the Uptown Newport site and the remaining 260 units on the Koll property (refer to Figure 1-5 and Table 1-1). Within the Uptown Newport PC, up to 632 units would replace existing industrial and office uses that are planned to be demolished. The remaining 290 units would be additive. The Uptown Newport PC includes the ability to construct up to 322 density bonus units ~~onsite~~on-site as an incentive to provide affordable housing in addition to that needed to satisfy the City’s affordable housing requirements.

The Uptown Newport PC was prepared based upon the goals, guidelines and principles of the ICDP, and is designed to implement in greater detail and specificity those goals, guidelines and principles.

1.8 RELATIONSHIP TO DESIGN GUIDELINES AND PHASING PLAN

~~The Uptown Newport PC~~This document sets forth the zoning regulations and land use standards for development within the Uptown Newport project. ~~The Uptown Newport PC~~It is intended to be used in conjunction with the Uptown Newport Design Guidelines and Phasing Plan for development within the Uptown Newport PC. The Design Guidelines provide additional standards, policies, and goals including; site planning, architectural, site development, landscape, and signage design guidelines that are intended to be used as a guide during the review process for implementing projects. The Phasing Plan outlines the phasing for the Uptown Newport PC, and is intended to be used as a general guide for the phasing of development within the Uptown Newport PC, including interim conditions between Phase 1 and Phase 2.

2. Land Use ~~and Development~~ Regulations

2.1 LAND USE

The Uptown Newport PC is intended to be a multi-family residential community with neighborhood-serving retail uses. Permitted uses are described in Section 2.1.2 and Table 2-2.

Prior to adoption of the Uptown Newport PC, development on the Uptown Newport property has been controlled by the Koll Center PC-15. The Uptown Newport PC replaces the Koll Center PC with respect to the development of the Uptown Newport site. It is recognized, however, that development and absorption of these elements within the Uptown Newport PC may require a span of several years to commence and complete, and that in the interim, industrial and commercial uses of the site will continue. Existing light industrial and office uses will be phased out as development is implemented. ~~Existing~~Prior to March 12, 2027 existing uses will continue to be allowed pursuant to the Uptown Newport PC and the Newport Beach Municipal Code (NBMC) relating to non-conforming uses and structures.

The conditions, standards, and other provisions of Uptown Newport PC are in no way intended to discourage or prohibit the continued uses of the existing industrial uses on the site as development of the urban village concept proceeds.

2.1.1 Existing Uses

Any use within the Uptown Newport PC lawfully existing at the time of the effective date of this PC may continue as an interim use and is subject to ~~NBMC. Existing the NBMC. Provided, however, existing~~ light industrial uses including their ancillary commercial/office related uses will cease ~~to be a permitted use until when~~ the existing TowerJazz lease expires, or until March 12, 2027, whichever comes first. Permitted existing uses consist of the following:

I. Existing Light Industrial Uses

A. To allow uses primarily engaged in research activities, provided that such activities are confined within a building or buildings and do not contribute excess noise, dust, smoke, vibration, odor, toxic or noxious matter to the surrounding environment nor contain a high hazard potential, due to the matter of the product material or processes involved. Such activities may include but shall not be limited to research laboratories and facilities, developmental laboratories and facilities and compatible light manufacturing related to the following list of examples:

1. Bio-Chemical

- Chemical
- Film and Photography
- Medical and Dental
- Metallurgy
- Pharmaceutical
- X-Ray

2. Manufacture, research assembly, testing components, devices, equipment and systems and parts and components such as but not limited to the following list of examples:

- Coils, Tubes, Semi-Conductors
- Communication, Navigation Control, Transmission and Reception Equipment, Control Equipment and Systems Guidance Equipment and Systems
- Glass Edging, Beveling, and Silvering
- Data Processing Equipment and Systems
- Graphics, Art Equipment
- Metering Instruments
- Optical Devices, Equipment and Systems
- Phonographs, Audio Units, Radio Equipment and Systems
- Scientific and Mechanical Instruments
- Testing Equipment

B. To allow the location of offices and areas associated with and accessory to the permitted light industrial uses listed under IA:

1. Administrative, professional and business offices
2. Regional or home offices of industries which are limited to a single use
3. Blueprinting, photostating, photo engraving, printing, publishing and bookbinding, provided that no on-site commercial service is associated with said uses
4. Cafeteria, cafe, restaurant, bar, theater/nightclub or auditorium subject to the procedures, regulations and guidelines set forth in the Newport Beach Municipal Code

II. Industrial Service and Support Facilities ~~Permitted~~ Permitted Uses

A. To allow a combination of general industry, business and professional offices, and industrial support activities, provided that such activities are confined within a building or buildings, and do not contribute excessive noise, dust, smoke, vibration, odor, toxic or noxious matter to the surrounding environment nor contain a high hazard potential due to the nature of the products, materials or processes involved.

1. All uses permitted under Part I
 - a. Business and professional offices
 - b. Industrial Support Facilities, to include activities limited to the sale of products or services
 - c. Distribution and warehousing plants

2.1.2 Permitted Uses

Permitted uses are those uses set forth in Table 2-2. Accessory Uses as defined herein are also permitted. Land uses that are not listed in the table herein are not allowed, except as otherwise provided by Chapter 20.12 (Interpretation of Zoning Code Provisions) of the NBMC.

Interface between retail and residential uses will incorporate mitigation features as outlined in Chapter 3 of the Design Guidelines document to limit nuisances such as odors and noise generated by the retail uses. The residential use interior sound attenuation requirement shall be a CNEL value not exceeding an interior level of 45 dB.

Additional commercial/retail uses in excess of 11,500 square feet is permitted through conversion of residential units in accordance with the City's traffic neutral policy or through a transfer of development intensity consistent with the General Plan. Retail uses are permitted throughout the Uptown Newport PC.

Appropriate written notifications shall be provided to all initial and subsequent buyers, lessees, and renters within the Uptown Newport PC notifying them that the area is in the vicinity of John Wayne Airport and, as a result, residents and occupants of buildings may experience inconvenience, annoyance or discomfort arising from the noise resulting from aircraft operating at the ~~airport~~ airport.

2.1.3 Special Events

The mixed-use and open character of Uptown Newport may be conducive to the hosting of a variety of Special Events (as defined in NBMC) throughout the year. Special Events must comply with NBMC.

2.2 DEVELOPMENT PROGRAM

The development program in the Uptown Newport PC is consistent with those established by the ICDP and are identified in Table 2-1. The development program may be modified through amendments to the Uptown Newport PC or the approval of a ~~Transfer~~transfer of ~~Development Rights~~development rights. Carts, kiosks, temporary, and Accessory Uses are permitted and are not counted towards development units or square footage allocated in the Uptown Newport PC.

2.3 TRANSFER OF DEVELOPMENT RIGHTS

The transfer of development rights within this Planned Community to ~~or from~~ areas in the Airport Area Conceptual Development Plan identified in the General Plan is allowed in accordance with the permitted densities, the General Plan and NBMC.

3. Site Development Standards

3.1 PERMITTED HEIGHT OF STRUCTURES

The maximum height for low-rise and mid-rise buildings shall be 75 feet. The maximum building height for high-rise (as defined herein) portions of buildings is 150 feet. ~~A portion~~Portions of the site ~~features~~feature a maximum building height limit of 55 feet (see Figure 3-2). High-rise portions of buildings shall be set back an additional 15' beyond the required setback from property line. High-rise elements may be wholly or partially surrounded with low- and mid-rise structures. The distance between the high-rise portions of buildings shall be a minimum of 75 feet. All building heights are measured at Finished Grade as shown on grading plan or final subdivision map. The maximum Floor Plate of any high-rise portion of a building shall not exceed 25,000 square feet. The number of high-rise structures in each "high-rise zone" shall not exceed the maximum number shown in Figure 3-2.

All development must be constructed in conformance with the height restrictions set forth by Federal Aviation Administration (FAA), Federal Aviation Regulations (FAR) Part 77, and Caltrans Division of Aeronautics, and the height restrictions set forth by the Airport Environs Land Use Plan (AELUP) for John Wayne Airport and the Airport Land Use Commission (ALUC). It should be noted that the current aviation easement for JWA as adopted by the Orange County Board of Supervisors restricts the construction of buildings to a maximum height of 206 feet (NAVD 88), including all rooftop appurtenances.

Architectural Features are permitted and may exceed the maximum building height by up to 20 feet, provided that the maximum height of the building, including architectural features does not exceed 206 feet (NAVD 88), including all rooftop appurtenances. Such features must be an extension or complement of the architectural style of the building in terms of materials, design and color. Applicants shall file a Notice of Proposed Construction or Alteration with the FAA (Form 7460-1) for any construction cranes that exceed 200 feet in height above ground level.

3.2 BUILDINGS SETBACK REQUIREMENTS

3.2.1 Perimeter

The building setbacks to the perimeter property line shall be 15'. Exceptions include a 34' setback along the property line adjacent to Jamboree Road, a 10' setback along the southwest property edge, and a 30' setback along ~~a~~ portiontwo portions of the northern property line (see Figure 3-4).

3.2.2 Interior Streets

Along the Spine Street building setbacks shall be 27' from property line. Along all other streets building setbacks shall be 17' from property line. Exceptions include a 22' setback on the northeast edge of the secondary Jamboree Road Entry Drive.

3.2.3 Subterranean Setbacks

Subterranean parking structures or other underground structures (including foundations and footings) may project ~~a~~ into required building setbacks and shall be covered with a minimum 2' depth of soil for planting (see Figure 3-3). Subterranean parking structures may encroach into or extend underneath private or public paseos- provided that they are covered with pavers and raised planters.

The maximum distance a subterranean structure may encroach into the building setback is as follows:

- Spine Street: 10'
- Neighborhood Streets: 5'
- Entry Drives: 5'
- Perimeter property lines: 5'
- Jamboree frontage: not permitted

3.2.4 Stairways, Ramps and Patios

On Neighborhood Streets, stairways, front stoops, and ramps are permitted within the front setback and may extend to the back of walk (Figure 3-5).

Street-level private patios on Neighborhood Streets may extend 3 feet into the required building setback (Figure 3-6).

On the Spine Street, stairways, front stoops, and ramps are permitted within the front setback and may extend a maximum of 8 feet (Figure 3-7).

Street-level patios on the Spine Street may encroach a maximum of 4 feet into the required setback. Patio encroachments into the Jamboree Road setback are not permitted (Figure 3-8).

Ramps needed for accessibility may be placed into the street setback ~~but must be incorporated into the overall architectural design and landscape design of the buildings they serve~~ and shall be set back a minimum of 2 feet from the public sidewalk.

3.3 ON-SITE CIRCULATION

3.3.1 Street Hierarchy

Uptown Newport will feature a network of streets which are privately owned, built, and maintained, but accessible to the public. The street network is centered around the internal Spine Street and traffic roundabout, which includes a 36' paved section with the option of adjacent diagonal parking in certain locations (see Figures 3-9 and 3-10). The street network also features two Entry Drives (Figures 3-11 and 3-12) intersecting Jamboree Road, which also may feature diagonal parking. Neighborhood Streets (Figure 3-13) feature ~~tighter~~ reduced building setbacks and landscape dimensions than the Spine Street and Entry Drives. The Neighborhood Street along the southwesterly boundary will be gated for emergency access, but will allow for future connection to Von Karman Avenue upon future development of the Koll Center Newport (Figure 3-14). In Phase 2, the central Neighborhood Street will be extended to the northerly property line to allow for future connection to Von Karman Avenue upon future development of the Koll Center Newport.

3.3.2 Sidewalks

Sidewalks shall be provided on both sides of all internal streets and shall be a minimum of five feet in width, however, wider sidewalks are permitted. In cases where project streets are constructed adjacent to future phases, such streets may be allowed to have a sidewalk on one side only until such time that build-out occurs. The installation of parkway landscaping and street trees is required in such instances. All parkways are publicly accessible up to the back-of-walk. Walkways are not required adjacent to private drives, basement access drives or alleys. Streets shall be privately owned and maintained, but open to the public. Outdoor dining is permitted adjacent to retail uses as long as a minimum sidewalk width of five feet is maintained at all times.

3.4 PARKING REQUIREMENTS

Parking within the Uptown Newport PC shall be provided along internal streets and within structured parking that is integrated with residential and retail buildings. On-street parallel and diagonal parking for visitors, public parks and short-term resident parking shall be provided along internal streets. Structured parking shall be provided for residential and retail uses, and may consist of subterranean or above-grade parking structures. Above-grade parking structures shall be encapsulated or lined with residential units or retail space. Refer to Sections 2.4 and 3.74.11 of the Uptown Newport Design Guidelines for parking design standards and considerations.

Parking requirements for implementing projects within the Uptown Newport PC shall be based on the standards set forth herein as part of the site development review process (see Section 4.2).

Parking requirements are based on gross floor area for retail/office/ commercial uses and unit counts for residential units. Carts and kiosks for retail sales, covered or uncovered, shall not be included in the calculation of required parking. Accessory uses for residential developments shall not be included in the calculation of required parking.

Residential parking requirements for Uptown Newport are shown in Table 3-1. ~~Retail~~Parking for retail, restaurant, commercial, and all other uses not included in Table 3-1, and the dimensions of parking spaces, shall ~~conform to not be less than required by~~ NBMC ~~parking requirements~~.

Parallel and diagonal on-street parking is permitted on all internal streets and may be credited toward parking requirements for adjoining retail uses and guest parking requirements for adjoining residential uses. Parallel parking stall sizes shall conform to City of Newport Beach standards and will be permitted on one side of 32'-wide streets (paved section to face of curb) and both sides of a 36'-wide street (paved section to face of curb).

3.5 LANDSCAPING

Refer to NBMC for general landscape and irrigation plans and standards. Refer to Chapter 5 of the Uptown Newport Design Guidelines for landscape and hardscape design guidelines.

3.6 LIGHTING

Refer to NBMC for general exterior lighting standards. Refer to Chapter 5 and Section 3.4.9 of the Uptown Newport Design Guidelines for exterior lighting design guidelines.

3.7 RESIDENTIAL PARK, ON-SITE RECREATION & OPEN SPACE

3.7.1 Public Neighborhood Parks

Two (2) neighborhood parks shall be provided within Uptown Newport. The neighborhood parks shall be improved, maintained, and accessible to the public at times. Each neighborhood park shall comply with the following standards:

1. 1.0 acre minimum in size, exclusive of adjacent parking spaces (cumulative total of at least 2.00 acres shall be provided);

2. 150 feet or more in dimension;
3. Surrounded by streets on at least two sides;
4. Linked to surrounding residential uses in its respective neighborhood by streets and pedestrian ways; and
5. Contains recreational amenities, which may include:
 - a. Active lawn area
 - b. ~~BBQ~~Barbecue courtyard
 - c. Children's play area
 - d. Other amenities as deemed appropriate by the Community Development Director
6. Have posted a notification to users regarding proximity to John Wayne Airport and related aircraft overflight and noise.

3.7.2 Private ~~Recreational Areas~~Open Space

On-site private ~~recreation amenities~~open space shall be provided in each building phase, individual residential building or complex. A total of 44 square feet of recreational areas shall be provided for each dwelling unit. These areas may include the following amenities:

1. Swimming pools/spas
2. Exercise facilities
3. Tennis courts
4. Basketball courts
5. Clubhouse rooms
6. Roof deck recreation areas
7. Community gardens
8. ~~BBQ~~Barbecue courtyards
9. Passive gathering spaces
10. Other amenities as deemed appropriate by the Community Development Director

3.7.3 Private Balconies

Private balconies may be provided for residential units. ~~If provided, balconies should be 60 square feet minimum for each residential unit.~~ Balconies above the ground level may encroach into required building setback areas by a maximum of two (2) feet into the Neighborhood Streets and four (4) feet into the Spine Street. Balcony encroachments into the Jamboree Road setback are not permitted.

3.7.4 Recreational Open Space

In addition to the public neighborhood parks, recreational open space shall be provided and shall be improved and maintained as common walkways or "paseos." These areas shall be provided with recreational amenities that may include the following:

1. Sitting and social gathering spaces with outdoor furniture
2. Exercise stations
3. Water, fountains, ponds and other such elements
4. Other amenities as deemed appropriate by the Community Development Director

3.8 PERIMETER WALLS AND FENCES

Walls and fences shall be provided along the perimeter of the Uptown Newport PC with the exception of along Jamboree Road. Perimeter walls and fences shall not exceed 6 feet in height. Interim walls built for the purposes of

sound attention may exceed the 6 foot height limit, but shall be buffered by low walls and/or landscaping. Refer to the Uptown Newport Design Guidelines and Phasing Plan for design standards for interim walls and fences.

3.9 INFRASTRUCTURE

3.9.1 Grading

Grading will be conducted and undertaken in a manner consistent with the Uptown Newport Design Guidelines and Phasing Plan as well as applicable grading standards and ordinances of the City of Newport Beach.

3.9.2 Drainage

Drainage will be in accordance with the Uptown Newport Design Guidelines and Phasing Plan as well as applicable standards and ordinances of the City of Newport Beach. This will include approval and implementation of a Water Quality Management Plan that will incorporate Low Impact Development principles.

4. Planned Community Development Plan Implementation

4.1 MASTER SITE DEVELOPMENT PLAN REVIEW

A Master Developer will develop the Master Site Improvements as described in this Section 4 or depicted on Figure 4-1. The Master Site Improvements will be developed in two primary phases to coincide with the Uptown Newport Phasing Plan, and will provide for the cohesive development within the Uptown Newport PC. All Master Site Improvements in a phase shall be bonded for at the time of the grading permit for that phase. Individual building parcels will be developed by merchant builders, with development of individual building sites subject to the Site Development Review process outlined in Section 4.2 herein.

Except as otherwise maintained by a public utility or agency, a Master Association for Uptown Newport shall be created and responsible for maintaining the Master Site Improvements upon acceptance of the completed improvements from the Master Developer. The Master Site Improvements will be maintained by the Master Developer until such time as the Master Site Improvements are accepted by either a public utility, public agency, or the Master Association.

Master Site Improvements include the following:

1. Demolition, site preparation and rough grading;
2. Backbone storm drain system within the ~~public~~ streets;
3. Sanitary sewer system within the ~~public~~ streets;
4. Water distribution system within the ~~public~~ streets;
5. Reclaimed water distribution system within the ~~public~~ streets;
6. ~~Public street~~ Street improvements, including street paving, _____ curb and gutter, sidewalk, parkway improvements to the back of sidewalk;
7. Common area fencing and walls;
8. Neighborhood Park improvements for the two (2) public parks;
9. Landscape improvements within common areas, including: public street parkways to the back of sidewalk; project entries; Jamboree Road parkway and Class 1 and multi-use trail; Neighborhood Park landscape improvements; paseo landscape improvements;
10. Master street light and common area lighting improvements;
11. Dry utilities;
12. Master community signage.

A Master Site Development Plan shall be prepared to implement the Master Site Improvements within the Uptown Newport PC. The purpose of the Master Site Development Plan review is to ensure that the Uptown Newport site is developed consistent with the Uptown Newport ~~PGI~~Land Uses, Development Standards & Procedures, Design Guidelines, Phasing Plan, Development Agreement, applicable environmental mitigation measures, and applicable City Codes and standards, as well as to ensure that the Master Site Improvements are constructed and completed in a manner that provides for a complete and cohesive master plan.

4.1.1 Application

~~Approval~~Review and approval of the Master Site Development Plan application shall be conducted by the City of Newport Beach Planning Commission in accordance with the procedures for a Major Site Review application outlined in NBMC, with the exception of proposed buildings. Proposed buildings within the Uptown Newport PC shall be ~~implemented~~evaluated in accordance with the Site Development Review process outlined in Section 4.2 herein.

Plans shall be prepared for the public and common area elements within the Uptown Newport PC, including streets^{7.2}. The Master Site Development Plan application shall include the following plans for the Uptown Newport project, with separate Master Site Plans prepared for both Phase 1 and Phase 2:

1. Preliminary grading plans;
2. Preliminary street improvement plans;
3. Preliminary master landscape plans and plant palette;
4. Preliminary public parks and ~~paseos~~paseo plans;
5. Preliminary master wall/fence plans;
6. Preliminary master lighting plan (street lights and common area lighting);
7. Preliminary master sign plan.

4.2 SITE DEVELOPMENT REVIEW

The purpose of the Site Development Review process is to ensure ~~implementing~~ projects within the Uptown Newport PC are implemented consistent with the goals and policies of the General Plan, provisions of this ~~Planned Community Development Plan~~document, Uptown Newport Design Guidelines, Uptown Newport Phasing Plan, Tentative Tract Map, the Development Agreement, applicable environmental mitigation measures, and consistent with the findings set forth below in sub-section 4.2.~~32~~.

4.2.1 Application

Approval of Site Development Review application by the Community Development Director shall be required prior to the issuance of a grading or building permit for the following:

1. New buildings
2. Neighborhood parks and paseos
3. On-site recreational amenities

~~Signs~~Retail identification signs, tenant improvements to permitted buildings, kiosks, and temporary structures are exempt from the Site Development Review process and are subject to the applicable ministerial permits required by the NBMC.

No public hearing shall be required for a Site Development Review application; however, a public hearing shall be conducted prior to any decision on an application that includes a request for a Minor Use Permit or a Conditional Use Permit, or to adjust development standards, ~~a MUP, or a CUP~~. Notice of the public hearing shall be provided, and the hearing shall be conducted, in compliance with Chapter 20.62 (Public Hearings).

4.2.~~32~~ Findings

Consistent with the general purposes set forth in ~~sub~~-section 4.2, the Community Development Director may approve or conditionally approve a site development review application, only after first making the following findings:

1. The development shall be in compliance with all ~~other~~ provisions of the Uptown Newport _____
Planned Community Development Plan Land Uses, Development
Standards & Procedures;

2. The development shall be consistent with the _____ Uptown Newport Design Guidelines
and Phasing Plan;

~~33.~~ On-site landscaping that is not part of the Master Site Improvements shall be consistent with
the master landscape plant palette.

4. The following criteria shall be considered during the review of a Site Development Review
application:

a. Compliance with this Section, the General Plan, the ~~NBMC~~Newport Beach Municipal
Code, and other _____ applicable criteria _____ and policies related to the use or ____
_____ structure;

b. The compatibility in terms of bulk, scale, and aesthetic treatment of structures on
the site and adjacent developments and public areas;

c. The adequacy, efficiency, and safety of pedestrian and vehicular access, including drive aisles,
driveways, and parking and loading spaces;

d. The adequacy and efficiency of landscaping and open space areas and the use of water
efficient plant and irrigation materials;

e. Not detrimental to the harmonious and orderly growth of the City, or endanger, jeopardize,
or otherwise constitute a hazard to the public convenience, health,
interest, safety, or general welfare of persons residing or working in the
neighborhood of the proposed development.

4.2.43 Contents

The Site Development Review application shall be filed with the Community Development Department on the appropriate City application form, together with all required fees and/or deposit and all other information and materials specified by the Community Development Director for the specific type of application. The following plans or exhibits shall be required unless waived by the Community Development Director:

1. Site Plan clearly depicting existing conditions including adjacent structures and proposed improvements
2. Floor Plans
3. Elevations that clearly demonstrate the architectural theme of each face of all structures, including walls and signs, illustrating the following:
 - a. All exterior materials and manner of application
 - b. All exterior colors
 - c. Building heights

| **54.** Plans and description of improvements for any on-site public and private recreational amenities and/or open space areas, including furnishings and signage.

| **65.** Preliminary Landscape Plan, illustrating:

- a. General location of all plant materials, by common and botanical names with photographs
- b. Size of plant materials
- c. Irrigation concept

| **76.** Lighting Plan, including the location, fixture height, lighting fixture product type and technical specifications

| **87.** An analysis, including any supporting documentation, of the project's consistency with the General Plan, Planned Community Development Plan Land Uses Development Standards & Procedures, Design Guidelines, and Phasing Plan

| **98.** Any additional information, studies or materials that the Community Development Director deems necessary

| **4.2.54 Expiration**

Any site development review approved in accordance with the terms of this planned community development plan shall expire within twenty-four (24) months from the effective date of final approval, as specified in Chapter 20.54 of the NBMC, unless at the time of approval the Community Development Director has specified a different period of time or an extension is otherwise granted.

| **4.2.65 Fees**

The applicant shall pay a fee as established by Resolution of the Newport Beach City Council for each application for Site Development Review under this Planned Community Development Plan.

4.3 PLAN CHECK REVIEW

Working drawings for building permit issuances will be conducted by plan check review by City Staff in accordance with the procedures set forth by the Community Development Department.

4.3.1 Application

Application forms, plans, fees, and supporting application materials shall be submitted to the Community Development Department Building Division in accordance with the applicable submittal requirements of the Building Division.

5. Definitions

All words and phrases used in this Uptown Newport PC, as well as the supporting Design Guidelines and Phasing Plan, shall have the same meaning and definition as used in the City of Newport Beach Municipal Code unless defined differently in this section.

Accessory Use: A supporting use to a permitted use, also includes residential support uses such as leasing/sales/property management offices, fitness and recreation facilities, etc. Such supporting uses do not require a conditional use permit approval, are permitted by right and do not count towards the allowable 11,500 square feet of commercial space.

Architectural Features: A prominent or significant part or element of the design of a building, structure, or site. Such features must be an extension of the architectural style of the building in terms of materials, design and color. Examples may include, but are not limited to, turrets, towers, cupolas, etc.

Building Elevation: The exterior wall surface formed by one (1) side of the building

Building Height: Building height is measured from the corresponding point on the roof to the exterior finished grade. If the building is on a sloping surface, the height measurement is taken from the building entrance. Exceptions include but are not limited to below grade parking structures, motor courts, and retaining walls.

Developable Area: The total area of a site less the following:

- a. Publicly dedicated Rights of Way; and
- b. Any dedicated public Park areas.

~~**Kiosks:** Carts and kiosks are small (75 square feet or less), freestanding structures used for retail sales and services. Generally mobile in terms of ease of relocation, the structures can be seasonal, temporary or for a more permanent use.~~

Effective Date of the Uptown Newport PC: The date on which the Uptown Newport PC is approved by the Newport Beach City Council.

Eye Level: The height of 5 feet measured from grade.

Floor Plate: A floor of a building, as depicted by a floor plan, encompassing all building elements on the floor as defined by the exterior enclosing walls.

High-Rise: Any structure with a building height above 75 feet.

~~**Kiosks:** Carts and kiosks are small (75 square feet or less), freestanding facilities used for retail sales and services.~~
~~**NBMC:** Newport Beach Municipal Code~~

~~**Neighborhood Park:** A lot or area of land set aside, designated, dedicated, or reserved for public and private use or enjoyment designed and accessible for outdoor living, active or passive recreation, pedestrian access, or landscaping.~~

~~Generally mobile in terms of ease of relocation, the structures can be seasonal, temporary or for a more permanent use.~~

Master Association: A California nonprofit public benefit corporation, formed pursuant to the California Nonprofit Public Benefit Corporation Law to manage and operate community and public property within Uptown Newport. The Master Association is an "association" as defined in Section 1351(a) of the California Civil Code. The Master Association is an association of all the member associations to manage the common elements within Uptown Newport shared by submember associations.

Master Site Improvements: Any structure or other work of improvement within the public or common areas within the Uptown Newport Planned Community, and any appurtenance thereto, including streets, parks, landscaping, irrigation equipment, paved areas, surface finishes, signs, light fixtures, driveways, walkways, walls, utilities, public services, drainage facilities, and all other fixtures attached to the land and work required in order to install such facilities. The Design Guidelines may, but are not required to, identify additional items that are Improvements.

Master Developer: The Master Developer is responsible for managing the development and disposition of the site from initiation to final build-out, overseeing site preparation and infrastructure development, and asset management. The master developer may or may not be involved in construction of buildings.

Master Site Development Plan: Master Site Plan means the Master Site Development as depicted in Figure 2-2 of the Uptown Newport Design Guidelines and described in Section 4 of this document.

NBMC: Newport Beach Municipal Code

Neighborhood Park: A lot or area of land set aside, designated, dedicated, or reserved for public use or enjoyment designed and accessible for outdoor living, active or passive recreation, pedestrian access, or landscaping.

Parking Structure: Structures containing more than one story principally dedicated to parking. Parking structures may contain ~~accessory uses~~ Accessory Uses.

Pedestrian Ways: Any walkway, path, plaza, arcade or corridor, either covered or open to the sky, which is primarily for use by people on foot.

Podium: A superposed terrace conforming to a building's plan, a continuous pedestal.

~~**Public Streets:** Those areas designated for vehicular circulation within Uptown Newport as specified in Section 3.3.1 of this document.~~

Rooftop Appurtenance: Rooftop appurtenances include, but are not limited to, non-habitable mechanical equipment, stairwell and elevator shaft housing, antennae, window washing equipment, and wireless communication facilities.

Streets: Those areas designated for vehicular circulation including public access easements within Uptown Newport as specified in Section 3.3.1 of this document.

Attachment No. PC 5
Phasing Plan - Red-lined
Word Document

UPTOWN NEWPORT – PHASING PLAN TEXT ONLY REDLINE

JANUARY 25, 2013

1.1 PURPOSE AND INTENT

The Uptown Newport Phasing Plan outlines the phasing of the proposed development within the Uptown Newport ~~PC~~, Planned Community Development Plan (Uptown Newport PC), and is intended to be used as a general guide for the planning and implementation of the phased development within the Uptown Newport PC.

New residential and commercial development within the subject property shall be subject to the Uptown Newport PC Land Uses, Development Standards & Procedures and Design Guidelines. Existing on-site land uses are allowed to continue as nonconforming uses, in compliance with Newport Beach Municipal Code (NBMC) Chapter 20.38 and the Uptown Newport PC.

1.2 PHASING SUMMARY

The Uptown Newport project will include redevelopment of the 25-acre property into a high-density mixed ~~use~~ residential project. Up to 1,244 residential units, 11,500 square feet of retail, and 2 acres of park space are planned as part of the project. The plan calls for the approximate 25-acre site to be configured with a pattern of streets and development areas that provide a pedestrian-friendly environment, with strong connectivity to adjacent commercial/office areas.

The project is anticipated to be developed in two primary phases. Phase 1 will include demolition of the existing single-story office building at 4311 Jamboree (the “Half Dome Building”), and development of the westerly portion of the property, including the frontage along Jamboree Road. Phase 1 development will include approximately 680 units and 11,500 square feet of retail, and is projected to commence in 2014 with build-out of Phase 1 through 2017.

The number of units developed within Phase 1 or Phase 2 may be less than or greater than the number of units specified herein provided that the units are allocated to the site through replacement of existing office or industrial uses, additive units, affordable housing units, or affordable housing density bonus units.

The minimum number of units at build-out of the project shall not be less than 30 dwelling units per acre based on the net developable acreage shown on the final map. Units not developed as part of Phase 1 will be available for Phase 2 development. The minimum and maximum number of units by phase is shown on Table 1-1 ~~below~~.

Table 1-1: Units by Phase

	Minimum	Maximum
Phase 1	350	680
<u>Phase 2</u>	<u>350</u>	<u>564</u>
Total	700	1,244

The TowerJazz semiconductor facility is an existing semiconductor chip manufacturing facility that operates on the Uptown Newport property. The operation of ~~the TowerJazz facility~~ may continue as an

interim use within the Uptown Newport PC. In accordance with the Uptown Newport PC, interim light industrial uses shall cease to be an allowed use after March 12, 2027.

Phase 2 will include demolition of the TowerJazz building and development of approximately 564 units on ~~on~~ the easterly portion of the property. Development of Phase 2 is anticipated to commence in the spring of 2017 with build-out through 2021. Timing for Phase 2 development is contingent on the existing lease of the TowerJazz ~~Buildingbuilding~~, which is currently set to expire in March 2017, but has the option to extend to 2027.

2.1 DEMOLITION

Phase 1 will include demolition of the ~~Half Dome Buildingexisting building~~ at 4311 Jamboree Road- ~~(the "Half Dome" building)~~. The Half Dome building is a 126,675 square foot single-story commercial building that is used for office, light industrial, storage, and café services (Figure 2-1). The TowerJazz ~~Buildingbuilding~~ and associated mechanical equipment located at 4321 Jamboree Road along the northern property boundary are planned for demolition in Phase 2 development-~~in Phase 2~~ and will remain in operation during development of Phase 1. The existing SCE substation, located at the northwest corner of Fairchild Road and Jamboree Road, will remain during Phase 1. This area will be developed as part of Phase 2.

Phase 1 ~~Demolition~~demolition activities involve: removing equipment, furniture and machinery from the Half Dome ~~Buildingbuilding~~; abating asbestos and lead-based paint as needed; decommissioning of utilities serving the Half ~~Building Dome building~~; demolishing and removing the Half Dome ~~Buildingbuilding~~, removing foundations and footings; and removing above-ground storage tanks (ASTs). Utilities and piping serving the Half Dome ~~Buildingbuilding~~ would also be removed, cut or capped. The asphalt parking lot, light fixtures, and landscaped islands will be removed. Asphalt, concrete, metal, and other demolition materials will be considered for recycling either ~~on-~~ or off-site.

In addition, the existing 2,200 gallon liquid ammonia tank that is currently located in between the two existing on-site buildings will be relocated at least 200 feet from residential buildings within Phase 1.

2.2 SITE PREPARATION

Site preparation in Phase 1 will require the removal of any unsuitable fill material, stockpiles, vegetation, and organic or non-organic materials resulting from the demolition and clearing/grubbing operation.

Based on the previous investigations, development of Phase 1 will not encroach within the area of known environmental impacts, and does not pose unacceptable health risks to future residents. A Human Health Risk Assessment (HHRA) has been prepared for Phase 1 to evaluate the potential for environmental health risks associated with the known environmental impacts at the site. The HHRA has been approved by the Regional Water Quality Control Board (RWQCB) and no further remediation is required within Phase 1.

3.1 GRADING AND EARTHWORK

The grading operation will involve the cutting and filling of the site to establish building pads, roadway sub-grades and park areas at elevations shown on a City-approved grading plan. At the completion of site preparation, zones of loose unsuitable materials, if any, will be identified. It may be necessary to remove the soils in these localized areas to a greater depth than the overall recommendation. Areas to receive fill and those areas under buildings and roadways will require over-excavation to remove and compact existing soils prior to placing any fill, as recommended in the geotechnical report.

Grading and earthwork for Phase 1 will require interim slopes and/or retaining walls along the interface with the TowerJazz ~~Buildingbuilding~~ and its associated mechanical equipment areas. These interim slopes and walls will subsequently be removed with the grading of Phase 2.

Grading will be designed to optimize the balance of cut and fill, in both phases of the site development. The design of the grading anticipates the likelihood of subterranean parking levels beneath the proposed buildings. Material excavated to establish the subterranean pad envelopes will be used as fill to bring site grades up to elevations that are planned to be several feet above existing grades (see Figure 3-1).

Generally, the grading is designed such that the first floor elevations of the residential buildings are two to four feet above the surrounding street grades. The grading concept illustrated in Figure 3-1 is based on one level of subterranean parking within the larger building envelopes.

The grading plan is designed to balance cut and fill materials from the grading operation. Grades will be adjusted during final design to minimize the need to import or export soil during grading operations to the extent practical. However, final building design and grades may create the need to import or export soil from the site.

An export situation could occur to the extent that these building envelopes have a second level of subterranean parking. Should all of the larger envelopes in Phase 1 have two levels of subterranean parking, then the cut volume would increase by approximately 90,000 cubic yards, much of which would have to be exported from the site. Excess cut material will be transported to locations and by routes approved by the City traffic engineer.

3.2 UTILITIES AND DRAINAGE

3.2.1 Water

The proposed on-site water system will consist of a network of underground mains that in Phase 1 will have at least two connections to an existing Irvine Ranch Water District (IRWD) line in Jamboree Road. The Phase 1 system will include connections to supply both domestic and fire protection water service to the TowerJazz facility (see Figure 3-2). The on-site water system will be designed and installed in accordance with IRWD standards so that upon completion of construction it may be turned over to IRWD for operation and maintenance. Appropriate easements will be granted to IRWD for these facilities.

3.2.2 Sewer

The sewer system has been designed to take advantage of existing City and Orange County Sanitation District (OCSD) facilities that currently serve the site. To the extent possible, the proposed on-site sewer system will be located within the site roadway system. The design of the sewer system for Phase 1 must take into account the need to provide continued service to the existing TowerJazz ~~Semiconductor~~

~~facility-building.~~ In that regard, it is anticipated that elements of the Phase 1 sewer system will connect on an interim basis to existing lines within the TowerJazz area (See Figure 3-3). ~~Other portions of the Phase 1 sewer system will connect to a previously designed but un-built extension of a City of Newport Beach sewer line within Jamboree Road.~~

Because the TowerJazz facility produces a significant daily discharge (up to 1.0 mgd) to the public sewer system, it is important that the design of the Phase 1 sewer system include an evaluation of the capacities of the downstream City and OCSD facilities. Since multiple options are available for connecting to the public system, the choice of which connection(s) to tie into should be based on available downstream capacity as well as the physical location and elevation of the point of connection.

3.2.3 Drainage & Water Quality

Runoff from the site is currently conveyed by underground storm drains to the existing drainage ponds along Von Karman Avenue to the northwest of the property. The proposed on site storm drain system will consist of a system of underground pipes that will convey storm water runoff to the existing downstream off-site system using several points of connection along the northwest side of the site. Since the existing on-site underground storm drain system conflicts with locations of the proposed buildings, this system will be sequentially removed and replaced with the new system. Because the proposed project will have more vegetated open space areas than currently exists on the site, the amount of post-development runoff will be less than existing.

Within the Phase 1 development area, existing underground lines will be removed during site preparation and grading. A new underground system will be installed to serve the proposed development. The proposed storm drain system for Phase 1 will tie into existing storm drain lines within the TowerJazz mechanical equipment area. The conceptual Phase 1 storm drain system is illustrated in Figure 3-4.

The proposed project is designed to comply with the requirements of the adopted North Orange County MS4 Permit that regulates storm water discharges pursuant to the National Pollution Discharge Elimination System (NPDES). A preliminary Water Quality Management Plan (WQMP) has been prepared for Uptown Newport. A final WQMP will be prepared during final design. The WQMP identifies the measures to be implemented in each of the two phases of development to minimize the effects of urbanization on stormwater runoff quality and quantity.

The implementation of the WQMP will be sequenced by phase such that in Phase 1, the BMP's will be sufficient to adequately treat the area developed in that phase. When the balance of the site is developed in Phase 2, the remainder of the BMP's will be installed to treat the additional area of development. To the extent possible, the master developer should provide BMP's for the design capture volume for the site. However, it may be necessary for merchant builders to treat runoff from their respective pad areas.

For the construction phase of the project, a Storm Water Pollution Prevention Plan (SWPPP) will be prepared prior to grading activities. This plan will specify the BMP's to be deployed during grading and construction of the project to minimize deleterious effects on the quality of stormwater runoff from the project.

Best Management Practices (BMP's) will include infiltration with bioretention in landscape and park areas, planter boxes with underdrains, vegetated filter strips, and proprietary treatment systems. The

downstream ponds in Koll Center Newport will provide further water quality treatment through aeration and settlement of silt and sediments.

3.2.4 Dry Utilities

The site is currently served by existing 66kV electric lines that run along the northerly side of Jamboree Road and the existing Southern California Edison (SCE) substation located at the southwesterly corner of the site at the intersection of Jamboree Road and Fairchild Road. The 66kV electric service is stepped down to 12kV electric service at the substation and currently serves the Half Dome and TowerJazz Buildings as well as equipment operated by TowerJazz Semiconductor.

The existing 66kV electric lines will continue to serve the property for Phase 1. Electric service for the Phase 1 development will feed off of the existing 66kV distribution line along Jamboree Road and will be distributed through Phase 1 in underground distribution lines. Electric transformers serving Phase 1 are anticipated to be incorporated into the proposed building structures or ~~will be screened~~buffered from view to the public.

The SCE substation will also remain in service during development of Phase 1, but will only serve the TowerJazz ~~Buildingbuilding~~ and TowerJazz equipment. The SCE substation will be screened with landscaping in accordance with the Uptown Newport PC and Design Guidelines.

Natural gas is provided to the site by the Southern California Gas Company by an existing 8" natural gas line located in Jamboree Road. Natural gas service for Phase 1 development will continue to be served from the existing gas line located in Jamboree Road.

AT&T phone service and Cox Communications fiber optic service are available in Jamboree Road along the frontage of Phase 1 development.

3.3 VEHICULAR CIRCULATION

The internal circulation system to serve Phase 1 will include two intersections with Jamboree Road. The southerly intersection will be located at the present location of the existing signalized entry opposite Fairchild Road. At the northerly intersection there will be both right-turn and left-turn ingress from Jamboree Road. Egress will be right-turn-only to Jamboree Road. Left turn egress will be prevented by signage and a raised median in Jamboree Road. This intersection will not be signalized.

The on-site roadway system will be privately owned and maintained, but open to the public. Driveways off the roadways in Phase 1 will provide direct access to parking within each building envelope. Street parking will be available in designated locations. Roadway widths, turning radii, and turn-around dimensions will be designed to accommodate truck movements and fire equipment.

The Phase 1 roadway system will include a gated connection to the TowerJazz parking area. In the southwest corner of the site, the Phase 1 roadway will provide gated access to the TowerJazz equipment yard and emergency vehicle access to the Koll property. The Phase 1 system will also provide vehicular access to the SCE substation at the south end of the property.

The existing emergency vehicle access to and from the Koll Center Newport property in Phase 1 as depicted in Figure 3-5 and 6-5 shall be preserved in perpetuity. This connection through Koll Center Newport to Von Karman Avenue may be expanded to allow for future public access for pedestrians, bicycles, and vehicles in the future.

3.4 PEDESTRIAN & BICYCLE CIRCULATION

Phase 1 pedestrian circulation will be provided through a sidewalk system on each side of the Spine Street and Neighborhood Streets. These paths, as well as paseos between buildings and around the park, will connect the residential buildings with the on-site retail, the park, and all off-site adjacencies. Bicycles will be permitted on all streets and paseos within the Uptown Newport PC. The TowerJazz facility will maintain its northwest building entrance and will be accessible from the Uptown Newport pedestrian circulation system. The Class I pedestrian and bicycle trail will be constructed along the project frontage on Jamboree Road as part of the master site improvements for Phase I.

3.5 PHASE 1 ~~CONCEPTUAL~~ LANDSCAPE ~~MASTER PLAN~~ **MASTER PLAN**

The Phase 1 Conceptual Landscape Master Plan will implement the master landscape improvements within the Uptown Newport PC, including: Jamboree median and parkway landscaping; entry landscaping and monumentation; landscaping along Phase 1 project streets to the back of sidewalk; electric substation landscape screening; Phase 1 park landscaping and improvements; paseo improvements within Phase 1; perimeter walls and fences within Phase 1, and; interim landscaping and walls/fences associated with interim slopes and edge conditions. Refer to Figure 3-6 for the Phase 1 Conceptual Landscape Master Plan.

Construction phasing from ~~the first phase~~Phase 1 to ~~the second phase~~Phase 2 will include interim edge conditions such as interim slopes, interim landscaping, and interim walls and fences. These interim improvements have been designed to integrate and be consistent with the design of the overall Master Site Development Plan for the Uptown Newport PC, and will be designed to reflect the quality and character that is reflective of permanent improvements. Careful attention to these conditions during the design stage of the Uptown Newport project will insure a successfully phased community. Proper studies of temporary walls and fencing, landscape hedge treatments, walks and lighting with a vision for the ultimate finished condition at build out, and minimizing hardscape demolition of ~~phase one~~Phase 1 improvements will be implemented during the design phase.

3.5.1 Entry Drives

The transitional landscape along the entry drive adjacent to the existing electrical substation will be planted with dense evergreen trees and a screen wall in order to block views of the existing substation from the entry drive experience. Additional green areas in front of and behind the substation will be incorporated into the entry landscape design as open spaces, featuring passive turf lawns and trees located in-between the screen trees and the back of walk will enhance the area immediately surrounding the substation.

Within the parkway, Date palm trees with colorful vines and ground covers will be used to enhance the project entry experience. Buildings are designed to be approximately 2'-3' above the Jamboree Road center line elevation.

3.5.2 Spine Street

The transitional landscape ~~in-between the spine street and adjacent to~~ the existing JazzTowerJazz building will be planted with low shrubs and a screen wall or fence in order to screen and soften views of the existing JazzTowerJazz building from the street experience. The narrow landscape area between the back of walk and the retaining wall will provide opportunities to add pockets of green space and enhance the landscaping in front of the JazzTowerJazz building on one side. Within the ~~spine street~~Spine Street parkway, the street tree pattern is formal with alternating skyline palms and large evergreen canopy trees.

3.5.3 Community Buffers / Edges

The interim landscape in-between the neighborhood street and the existing JazzTowerJazz building will feature a screen wall or fence in order to screen views of the existing JazzTowerJazz building from the street experience. Within the neighborhood street parkway, the street tree pattern is formal with canopy trees. The interim landscape within the paseo adjacent to the existing JazzTowerJazz Mechanical Equipment Area will be constructed with walkway access in the center of the 30 foot landscape setback area. This walk will be utilized for pedestrian circulation and emergency access. The paseo trees in this area will be formal evergreen trees. An interim screen wall with evergreen screen trees will be included in order to buffer views and transition grade to the existing JazzTowerJazz site.

3.5.4 Walls and Fencing

~~Within the campus and office context surrounding the site, security is an important feature for this residential neighborhood.~~ Phasing of the project will influence the interim wall and fencing solutions at adjacent existing land uses. Phased grading transitions that tie into existing land uses will be utilized and would be reconstructed during the project build-out phase.

~~Project identification monument signs, Monument walls~~ will be ~~constructed~~located at the two entries to the project ~~(see Chapter 6 of the Uptown Newport Design Guidelines for styles, design, and materials) with signage identification.~~ Wall character will be ~~uniform and~~ consistent with the adjacent architectural style. ~~The project will have one fence design used throughout all parcel areas.~~ Vehicular gates will be located at access points to the TowerJazz site. ~~One vehicular access gate will be installed on a drive off the Spine Street for access to the TowerJazz parking lot, and will allow ingress and egress for TowerJazz use only. A second access gate exists at the southwest corner of Phase 1, and will provide emergency access to the rear of the TowerJazz facility.~~

The wall along the JazzTowerJazz building will reduce noise and screen views from the adjacent first levels of the residential development. Additionally, ~~sound~~ walls and sound attenuating materials will be installed in between the TowerJazz site and the Phase 1 development to reduce noise from the JazzTowerJazz operation.

Screen wall materials are to be made of ~~Concrete Masonry Units~~concrete masonry units with a split face or enhanced finish to match the adjacent buildings. Interim retaining walls in between existing structures and the Phase 1 development are to be constructed utilizing a retaining wall system and are to be

removed during the project build-out phase, where applicable. Security fencing is to be tubular steel with a painted metal finish. Wall and fence locations are shown on Figure 3-13. Final heights and locations for the Walls and Fencing will be refined in the master development design.

4.1 JAMBOREE STRIPING

The project proposes to maintain the same lane widths and overall pavement width along Jamboree Road in the westbound (or southbound) direction along the project's frontage as currently exists immediately west of Birch Street. This would result in a 14 foot #1 travel lane (or outside lane adjacent to the raised median), two 12 foot travel lanes, and a 14 foot #4 travel lane. In order for the #4 travel lane to align with the #4 receiving lane west (or south) of Fairchild Road, a transition distance of 350 feet would need to occur based on the posted speed to widen the outside travel lane to the requisite 21 feet at the intersection of Jamboree Road and Fairchild Road. This re-striping concept would not reduce the number of through travel lanes along Jamboree Road in the westbound (or southbound) direction, and would allow for a longer and wider landscaped median area along the project's frontage.

4.2 JAMBOREE WATER AND SEWER

The water system improvements beyond the project property line will consist of connections to the existing IRWD water main in Jamboree Road. There will be two such connections that will enable the IRWD system to be extended into the site. The off-site work may also include the service connections for the buildings that will front on Jamboree Road.

~~The off-site sewer improvements may include a previously designed but un-built extension of a City of Newport Beach sewer line within Jamboree Road. The total length of sewer that would be constructed in Jamboree Road would be approximately 700 feet (Figure 6-3). The line would be located within the roadway approximately twenty feet from curb on the project side of the street. Laterals from the new line would be extended onto the site to serve the buildings along the Jamboree frontage.~~

5.1 DEMOLITION

Phase 2 will include demolition of the TowerJazz Building at 4321 Jamboree Road and associated mechanical equipment located along the northern property boundary. The TowerJazz building was built in the 1960's and is two and three story building that is approximately 311,452 square feet in size, and includes both industrial and supporting office uses. The TowerJazz facility is currently in operation as a semiconductor chip manufacturing plant. The TowerJazz Building underwent a seismic retrofit base isolation improvement project that included underpinning of building footings, excavation of soils beneath the building, and installation of base isolation devices below the existing footings.

Phase 2 Demolition activities involve removing equipment, furniture and machinery from the TowerJazz building; abating asbestos and lead-based paint as needed; decommissioning of utilities serving the TowerJazz Building, including the SCE substation and mechanical equipment along the northern property boundary; demolishing and removing the TowerJazz Building, removing foundations

and footings; ~~and~~ removing above-ground storage tanks (ASTs). Seismic base isolation foundations may be removed, cut, or left in place in accordance with geotechnical recommendations and architectural specifications for buildings to be constructed in the area. Mechanical equipment, utilities and piping serving the TowerJazz ~~Building~~ would also be removed, cut or capped. The asphalt parking lot on the east side of the property off of Birch Street, light fixtures, and landscaped islands will be removed. Demolition materials will be considered for recycling either on- or off-site.

5.2 SITE PREPARATION

Site preparation in the second phase of the project will involve the removal of any undocumented fill, stockpiles, vegetation, and organic or non-organic materials resulting from the demolition and clearing/grubbing operation. The interim retaining walls and slopes constructed during Phase 1 will be removed to allow the grading of the Phase 2 area to be blended seamlessly with the grades established in Phase 1.

Based on the previous investigations, soil and groundwater remediation will be necessary to facilitate the development of Phase 2. Impacted soils will be excavated and characterized for disposal. Soil and groundwater cleanup levels and criteria will be established by the Regional Water Quality Control Board (RWQCB). A soil removal quantity of approximately 29,000 tons is anticipated for this portion of the site. This would include an area of approximately 22,160 square feet to depths of 5 to 30 feet below the ground surface (bgs).

Groundwater remediation of the upper groundwater aquifer zone is currently underway under the oversight of the RWQCB. An estimated time frame of 1 to 3 years is anticipated for the additional groundwater remediation, with an additional 2 to 3 years of groundwater monitoring.

Upon removal of impacted soils and cleanup of the groundwater, a Human Health Risk Assessment (HHRA) will be prepared for Phase 2 to evaluate the potential for environmental health risks associated with the known environmental impacts at the site and the cleanup levels established by the RWQCB. The HHRA will be submitted to the RWQCB for their review, and development of Phase 2 will follow the requirements imposed by the RWQCB. Phase 2 residential construction will not commence without environmental clearance from RWQCB.

6.1 GRADING AND EARTHWORK

~~The grading operation will involve the cutting and filling of the Phase 2 site to establish building pads, roadway sub grades and park areas at elevations shown on a City approved grading plan. At the completion of site preparation, zones of loose unsuitable materials, if any, will be identified. It may be necessary to remove the soils in these localized areas to a greater depth than the overall recommendation. Areas to receive fill and those areas under buildings and roadways will require over excavation to remove and compact existing soils prior to placing any fill, as recommended in the geotechnical report.~~

~~Grading will be designed to optimize the balance of cut and fill within the Phase 2 area. Continuing the grading theme established in the first phase, the Phase 2 grading will be designed such that the first floor elevations of the residential buildings are two to four feet above the surrounding site grades. The grading concept illustrated in Figure 6-1 assumes one level of subterranean parking within the larger building envelopes. This scenario makes it possible to achieve a virtual balance of cut and fill. However, to the extent that these building envelopes have a second level of subterranean parking, then cut will exceed fill. Should all of the larger envelopes in Phase 2 have two levels of subterranean parking, then the volume of cut would exceed the volume of fill by approximately 100,000 cubic yards, much of which would have to be exported from the site. This would be additional to any export during Phase 1. Excess cut material will be transported to locations and by routes approved by City traffic engineer.~~

~~6.2 UTILITIES AND DRAINAGE~~

~~6.2.1 Water~~

~~The system installed in the first phase of development will be extended into the Phase 2 area, generally within the site roadways. (See Figure 6-2). Remaining vestiges of the underground fire protection water system that served the TowerJazz facility will be removed. It is anticipated that the proposed Phase 2 on-site water system will include an additional connection to the IRWD line in Birch Street. The on-site water system will be designed and installed in accordance with IRWD standards so that upon completion of construction it may be turned over to IRWD for operation and maintenance. Appropriate easements will be granted to IRWD for these facilities.~~

~~6.2.2 Sewer~~

~~In Phase 2, the TowerJazz manufacturing will cease, resulting in a major reduction in the volume discharged to the sewer system, even at build-out of the proposed project. Accordingly, it is not likely that it will be necessary to expand or increase the sizes of downstream off-site facilities. Demolition of the TowerJazz facilities will include removal of the sewer lines to which portions of the Phase 1 system connected. It will be necessary to construct new underground sewer lines to extend those lines to the off-site system within the Koll property. The northern area of the Phase 2 site (currently the TowerJazz parking area) will be served by a sewer system that will tie into the Phase 1 sewer lines (see Figure 6-3).~~

~~6.2.3 Drainage & Water Quality~~

~~Upon completion of demolition of the TowerJazz facilities, the storm drain system constructed for Phase 1 will be extended to the northwestern property line to connect to the existing off-site system. Existing storm drains within the Phase 2 area will be removed and replaced with a new underground system that will tie into the off-site public storm drain system within the Koll Center Newport site, as conceptually illustrated in Figure 6-4. The drainage system will be designed in accordance with Orange County hydrology methodology and will be coordinated with the design of the water quality treatment facilities. Because the proposed project will have more vegetated open space areas than currently exists on the site, the amount of post-development runoff will be less than existing.~~

~~As described in Section 3.2.3, the proposed project will require development of a Water Quality Management Plan that will specify Low Impact Development (LID) measures to minimize the effects of urbanization on stormwater runoff quality and quantity. The LID Best Management Practices (BMP's) will include infiltration with bioretention in landscape and park areas, planter boxes with underdrains, vegetated filter strips, and proprietary treatment systems. The downstream ponds will provide further water quality treatment through aeration and settlement of silt and sediments.~~

~~As the site is developed in Phase 2, BMP's will be installed to treat the additional area of development. To the extent possible, the master developer should provide BMP's for the design capture volume for the site. It may be necessary for the builders to treat runoff from their pad areas, which could be accomplished by means similar to those employed by the master developer.~~

~~For the construction phase of the project, a Storm Water Pollution Prevention Plan (SWPPP) will be required. This plan will specify the BMP's to be deployed during construction of the project to minimize deleterious effects on the quality of stormwater runoff from the project.~~

6.2.4 Dry Utilities

~~Electric service for the Phase 2 development will feed off of the Phase 1 infrastructure and the existing 66kV distribution line along Jamboree Road, and will be distributed through the project in underground distribution lines. Electric transformers serving the project are anticipated to be incorporated into the proposed building structures or will be screened from view to the public.~~

~~The SCE substation will be decommissioned by SCE after demolition of the TowerJazz in Phase 2, and the land on and around the SCE substation will be developed.~~

~~Natural gas is provided to the site by the Southern California Gas Company. Existing 8" natural gas line located in Jamboree Road. Natural gas service for Phase 2 development will feed off of Phase 1 infrastructure and existing facilities.~~

~~AT&T phone service and Cox Communications fiber optic service are available in Jamboree Road. Telecommunications service for Phase 2 development will feed off of Phase 1 infrastructure and existing facilities.~~

6.3 VEHICULAR CIRCULATION

~~The Phase 2 vehicular circulation system will include a connection to Birch Street. This access is enabled by virtue of an existing easement on the off-site property. Together with the two Jamboree Road intersections, this connection to Birch Street will be the third point of public vehicular access to the project. The emergency vehicle access to the Koll property in Phase 1 will be preserved. The Phase 2 roadways will have driveways that will provide direct access to parking within each building envelope. Street parking will be available in designated locations. Roadway widths, turning radii, and turn-around dimensions will be designed to City standards to accommodate truck movements and fire equipment.~~

6.4 PEDESTRIAN & BICYCLE CIRCULATION

~~In addition to unifying the various residential districts and project open space amenities for the overall Uptown Newport project, pedestrian circulation improvements in Phase 2 will complete connectivity elements from the site to adjacent Koll properties. In addition to Phase 1 improvements, a series of four additional connections to the Koll properties pedestrian network will be established and improved. On street improvements will also link pedestrians to the northeast corner of the project area with convenient proximity to Birch Street. Bicycles will be permitted on all streets and paseos within the Uptown Newport PC.~~

6.1 GRADING AND EARTHWORK

The grading operation will involve the cutting and filling of the Phase 2 site to establish building pads, roadway sub-grades and park areas at elevations shown on a City-approved grading plan. At the completion of site preparation, zones of loose unsuitable materials, if any, will be identified. It may be necessary to remove the soils in these localized areas to a greater depth than the overall recommendation. Areas to receive fill and those areas under buildings and roadways will require over-excavation to remove and compact existing soils prior to placing any fill, as recommended in the geotechnical report.

Grading will be designed to optimize the balance of cut and fill within the Phase 2 area. Continuing the grading theme established in the first phase, the Phase 2 grading will be designed such that the first floor elevations of the residential buildings are two to four feet above the surrounding site grades. The grading concept illustrated in Figure 6-1 assumes one level of subterranean parking within the larger building envelopes. This scenario makes it possible to achieve a virtual balance of cut and fill. However, to the extent that these building envelopes have a second level of subterranean parking, then cut will exceed fill. Should all of the larger envelopes in Phase 2 have two levels of subterranean parking, then the volume of cut would exceed the volume of fill by approximately 100,000 cubic yards, much of which would have to be exported from the site. This would be additional to any export during Phase 1. Excess cut material will be transported to locations and by routes approved by City traffic engineer.

6.2 UTILITIES AND DRAINAGE

6.2.1 Water

The system installed in the first phase of development will be extended into the Phase 2 area, generally within the site roadways. (See Figure 6-2). Remaining vestiges of the underground fire protection water system that served the TowerJazz facility will be removed. The on-site water system will be designed and installed in accordance with IRWD standards so that upon completion of construction it may be turned over to IRWD for operation and maintenance. Appropriate easements will be granted to IRWD for these facilities.

6.2.2 Sewer

~~It is anticipated that the proposed Phase 2 on-site water system will include an additional connection to the IRWD line in Birch Street. The on-site water system will be designed and installed in accordance with IRWD standards so that upon completion of construction it may be turned over to IRWD for operation and maintenance. Appropriate easements will be granted to IRWD for these facilities.~~

6.2.2 Sewer

In Phase 2, the TowerJazz manufacturing will cease, resulting in a major reduction in the volume discharged to the sewer system, even at build-out of the proposed project. Accordingly, it is not likely that it will be necessary to expand or increase the sizes of downstream off-site facilities. Demolition of the TowerJazz facilities will include removal of the sewer lines to which portions of the Phase 1 system connected. It will be necessary to construct new underground sewer lines to extend those lines to the off-site system within the Koll property. The northern area of the Phase 2 site (currently the TowerJazz parking area) will be served by a sewer system that will tie into the Phase 1 sewer lines (see Figure 6-3).

6.2.3 Drainage & Water Quality

Upon completion of demolition of the TowerJazz facilities, the storm drain system constructed for Phase 1 will be extended to the northwestern property line to connect to the existing off-site system. Existing storm drains within the Phase 2 area will be removed and replaced with a new underground system that will tie into the off-site public storm drain system within the Koll Center Newport site, as conceptually illustrated in Figure 6-4. The drainage system will be designed in accordance with Orange County hydrology methodology and will be coordinated with the design of the water quality treatment facilities. Because the proposed project will have more vegetated open space areas than currently exists on the site, the amount of post-development runoff will be less than existing.

As described in Section 3.2.3, the proposed project will require development of a Water Quality Management Plan that will specify Low Impact Development (LID) measures to minimize the effects of urbanization on stormwater runoff quality and quantity. The LID Best Management Practices (BMP's) will include infiltration with bioretention in landscape and park areas, planter boxes with underdrains, vegetated filter strips, and proprietary treatment systems. The downstream ponds will provide further water quality treatment through aeration and settlement of silt and sediments.

As the site is developed in Phase 2, BMP's will be installed to treat the additional area of development. To the extent possible, the master developer should provide BMP's for the design capture volume for the site. It may be necessary for the builders to treat runoff from their pad areas, which could be accomplished by means similar to those employed by the master developer.

For the construction phase of the project, a Storm Water Pollution Prevention Plan (SWPPP) will be required. This plan will specify the BMP's to be deployed during construction of the project to minimize deleterious effects on the quality of stormwater runoff from the project.

6.2.4 Dry Utilities

Electric service for the Phase 2 development will feed off of the Phase 1 infrastructure and the existing 66kV distribution line along Jamboree Road, and will be distributed through the project in underground distribution lines. Electric transformers serving the project are anticipated to be incorporated into the proposed building structures or ~~will be screened~~buffered from view to the public.

The SCE substation will be decommissioned by SCE after demolition of the TowerJazz in Phase 2, and the land on and around the SCE substation will be developed.

Natural gas is provided to the site by the Southern California Gas Company. ~~Existing~~An existing 8" natural gas line is located in Jamboree Road. Natural gas service for Phase 2 development will feed off of Phase 1 infrastructure and existing facilities.

AT&T phone service and Cox Communications fiber optic service are available in Jamboree Road. Telecommunications service for Phase 2 development will feed off of Phase 1 infrastructure and existing facilities.

6.3 VEHICULAR CIRCULATION

The Phase 2 vehicular circulation system will include a connection to Birch Street. This access is enabled by virtue of an existing easement on the off-site property. Together with the two Jamboree Road intersections, this connection to Birch Street will be the third point of public vehicular access to the project. The emergency vehicle access to the Koll property in Phase 1 will be preserved. The Phase 2 roadways will have driveways that will provide direct access to parking within each building envelope. Street parking will be available in designated locations. Roadway widths, turning radii, and turn-around dimensions will be designed to City standards to accommodate truck movements and fire equipment.

The existing emergency vehicle access to and from the Koll Center Newport property in Phase 1 as depicted in Figure 3-5 and 6-5 shall be preserved in perpetuity. This connection through Koll Center Newport to Von Karman Avenue may be expanded to allow for future public access for pedestrians, bicycles, and vehicles in the future.

6.4 PEDESTRIAN & BICYCLE CIRCULATION

In addition to unifying the various residential districts and project open space amenities for the overall Uptown Newport project, pedestrian circulation improvements in Phase 2 will complete connectivity elements from the site to adjacent Koll properties. In addition to Phase 1 improvements, a series of four additional connections to the Koll properties pedestrian network will be established and improved. On-street improvements will also link pedestrians to the northeast corner of the project area with convenient proximity to Birch Street. Bicycles will be permitted on all streets and paseos within the Uptown Newport PC.

6.5 PHASE 2 CONCEPTUAL LANDSCAPE MASTER PLAN

The common area landscape in ~~phase two~~Phase 2 consists of the areas outside of the residential product development areas. These areas will include; secondary streets, paseo landscapes, ~~park~~Park B, open space and community edges. The following exhibits will outline the landscape framework, hardscape and streetscape character.

6.5.1 Jamboree Road Entry Drive

The landscape character at the entries will be transparent inviting and colorful. Date Palm trees are recommended to punctuate the skyline entry while providing important views into the adjacent residential buildings and parks beyond. The use of colorful vines on the palm trunks and ground covers in this area in encouraged. Vertical screen trees used at the building edges are encouraged to soften and buffer the buildings from the street in this area. Hedges will be used to soften building bases and ground covers will be used when parking is not adjacent. Angled parking located along the retail edge modifies the street tree pattern with canopy trees shading the parking areas and palms hugging the walkway promenade along both the storefronts and the market park paseo alike. Upon implementation of phase two, all adjacent walkways and parkway landscapes must be protected in place, with new landscape areas installed behind the phase one sidewalks.

6.5.2 Birch Street Entry Drive

The Phase 2 entry drive off of Birch Street is an existing entry drive that accesses the Uptown Newport ~~property~~PC through an adjoining property to the northeast via an existing easement. The Birch Street entry drive easement is 33 feet in width and is a non-exclusive easement for passage in, over and along the adjoining property, including the right to maintain driveways, roadways, sidewalks and passageways on said property (Figure 6-8).

6.5.23 Spine Street

The ~~spine-street~~Spine Street is the core that provides the connection between the neighborhood and community amenities. Anchored by the two entries and supported by the two parks at each end, visually and physically this street is the most important link in the project. The street tree pattern is formal with alternating combinations of skyline palms and large evergreen canopy trees. Turf parkways at adjacent parallel parking areas will allow ease of access to the sidewalk. Upon implementation of ~~phase-two~~Phase 2, all adjacent walkways and parkway landscapes will be protected in place, with new landscape areas installed behind the ~~phase-one~~Phase 1 sidewalks.

6.5.34 Paseo Landscape

These landscape areas are pedestrian connections that tie the project together using garden pathways. These pathways will be lined with vertical palms or canopy trees. The beginning and end of these paseos will be enhanced with accent trees or palms to call attention to these garden areas. Colorful shrubs and ground covers will be used here as well. Vertical buffer trees and accent trees will soften the edges and transitions to the vertical building mass and hedges will be used to soften building bases. The use of large pots in these garden areas is encouraged. Upon implementation of ~~phase-two~~Phase 2, all adjacent walkways and parkway landscapes will be protected in place, with new landscape areas installed behind the ~~phase-one~~Phase 1 sidewalks.

7.1 BIRCH STREET INFRASTRUCTURE

In Phase 2, the site will have a third access drive located northeasterly from the project property across the adjacent property for approximately 200 feet to Birch Street. This access drive is the current TowerJazz access drive to Birch Street that is located within an existing easement. Outbound traffic from the site will be controlled with a stop sign before turning left or right on Birch Street.

7.2 KOLL PROPERTY

The development of Phase 2 will require the relocation of a portion of an existing City of Newport Beach underground storm drain line that crosses a corner of the project site to the rear of the existing TowerJazz manufacturing building. This 66-inch diameter storm drain line carries runoff from a tributary area that includes the project site as well as upstream properties north of Birch Street. The relocation work will involve constructing approximately 300 feet of replacement line within the adjacent Koll property. The relocated line is shown on the Storm Drain Concept plan, Figure 6-4. Existing utility easements allow for the storm drain relocation within the Koll Center Newport. Concurrent with the relocation work, the existing easement documents will be modified to reflect the new alignment.

Attachment No. PC 6
Design Guidelines - Red-
lined Word Document

UPTOWN NEWPORT – DESIGN GUIDELINES TEXT ONLY REDLINE

JANUARY 25, 2013

1.1 PURPOSE AND INTENT

The Design Guidelines expand upon the regulations set forth in the Uptown Newport Planned Community Development Plan (~~Uptown Newport PC~~ Land Uses, Development Standards & Procedures). The Design Guidelines are intended to ~~be used for reference by~~ guide the ~~City of Newport Beach as part~~ preparation of the ~~master site plan~~ Master Site Development Plan and site development review process for development within the Uptown Newport ~~PC~~ Planned Community (Uptown Newport PC).

The Design Guidelines are also intended to be used as a design guide for all buildings and master site development within the Uptown Newport PC. These guidelines are intended to be used in conjunction with other applicable codes, documents, and ordinances to assess compliance of proposed projects.

Development within the Uptown Newport PC shall be subject to the Uptown Newport ~~PC~~ Land Uses, Development Standards & Procedures and Design Guidelines. Existing on-site land uses are allowed to continue as nonconforming uses, in compliance with ~~NBMC chapter~~ the City of Newport Beach Municipal Code (NBMC) Chapter 20.38, and are not required to adhere to these Guidelines. Compliance of projects under this section shall be determined by the City of Newport Beach Community Development Director during the site development review process.

~~It is recognized that development within the Uptown Newport PC may be built over time and that not all regulations may be applicable for any given project. These guidelines are intended to provide for a range of design options and to maintain the flexibility needed to accommodate changes in the economy and demographics. Development scenarios described in this document are intended for illustration purposes only and depict the nature of projects that may be proposed in response to allowable residential densities. Specific building typologies, configurations and other such information that are presented herein as recommendations are not to be construed as being required for implementation.~~

1.2 URBAN DESIGN CONTEXT

Existing development within the subject property and its surroundings reflects suburban commercial and industrial growth that commenced primarily in the 1960's, 70's and 80's and continued over the past two decades. This growth accommodated economic expansion of the greater Los Angeles metropolitan area and established the areas surrounding the Orange County/John Wayne Airport as a significant regional center for commerce and employment.

Land uses include low-rise and mid-rise office with surface parking, manufacturing, "pad"-oriented retail/restaurants and high-rise multi-tenant office supported by structured parking. Individual projects are typically of sufficient scale to necessitate deliberate on-site vehicular circulation, though much of the way-finding takes place through the organization of circulation within parking lots. Although often in direct proximity to one another, physical connections between parcels, whether vehicular or pedestrian, have rarely been accommodated.

1.3 VISION STATEMENT

Uptown Newport is envisioned to be a distinctive, vibrant and interconnected residential/mixed use village clustered within the Airport Area of the City of Newport Beach. While acknowledging the Airport Area's role as a gateway to the City, Uptown Newport represents an evolution of land uses that continue to respond to the ever-changing economic marketplace and societal demands and preferences.

The village will embody an urban quality whereby residents and visitors are joined together through a clearly defined public realm. The public realm will entail a clearly structured network of activated tree-lined streets with parkways and sidewalks connecting residents and visitors to beautifully landscaped neighborhood park spaces programmed with active recreation and passive uses. A village-scale retail center ~~core~~ with ground-level shops and outdoor cafes will be provided

to serve Uptown Newport residents as well as the local community, and provide a degree of self containment for Uptown Newport. In addition to the pedestrian-oriented streets, the public realm will include a series of paseos that will connect neighborhoods together and link the village to surrounding properties.

The public realm will be enhanced through landscaping and framed and engaged by quality architecture expressed in a variety of building types. The village is envisioned to serve the housing needs of a range of residents who will be attracted to a quality living environment that offers convenient access to employment, education, recreation and regional transportation improvements.

In summary, Uptown Newport is envisioned to be distinguished from other residential developments that have been introduced into the nearby Jamboree Corridor by combining quality architecture and urban design with a public realm that includes legible vehicular circulation, significant park space and paseos and by establishing connectivity to surrounding properties.

2.1 MASTER PLAN FRAMEWORK

The Design Guidelines will be used to prepare a Master Site Development Plan and will govern future development within the Uptown Newport PC so that the initial design framework is carried forward ~~and the design and development policies from consistent with~~ the Airport Area Land Use Element of the General Plan and Koll-Conexant Integrated Conceptual Development Plan (ICDP-are implemented.).

2.1.1 Framework Principles

The following development principles are described within these ~~design guidelines~~ Design Guidelines, and are intended to serve as the guiding principles for development within the Uptown Newport PC.

Create a distinct high-density, mixed-use village;

Create legible internal roadway circulation that will provide ample access to all portions of the site and convenient connections to and from adjacent collector and arterial roadways;

Establish a sequence of spaces that promotes clear way-finding for residents and visitors;

Incorporate neighborhood-serving ground-level retail uses to serve residents, visitors, and nearby commercial uses;

Create neighborhood public park space to serve as a principal focus for the village. Park space will include meaningful gathering areas, recreational amenities and open space relief for the community;

Provide housing opportunities to serve the needs of a range of future residents;

Emphasize pedestrian orientation through the creation of pedestrian-scaled streets and greenbelts that break up large blocks and provide connectivity within and between neighborhoods and the surrounding community. Project streets shall include sidewalks separated from parking or travel lanes by landscaped parkways, tree grates and other such enhancements;

Provide on-street parking to serve the residential uses, neighborhood parks, and retail uses, visitors, and retail customers;

Establish architectural massing and articulation that provides variety and interest, creates a strong spatial definition along internal streets, and introduces pedestrian scale elements;

Provide for the establishment of a landscape character that unifies and enhances project streets, paseos, and other components of the public realm.

2.2 MASTER SITE PLAN CONCEPT

A ~~master site plan~~ Master Site Plan for Uptown Newport (see Figure 2-2) has been prepared that incorporates the framework principles. The Uptown Newport ~~residential village~~ PC is centered on two neighborhood public parks, and incorporates a mixed-use node at the primary entry that features neighborhood-serving retail uses, and a network of local streets and pedestrian walkways and paseos that provide connectivity within Uptown Newport and to surrounding properties. Uptown Newport is envisioned to be a cohesive plan of high density residential apartments, condominiums and townhomes, with parks, streets, landscaped parkways, and paseos that will be integrated with private amenities.

The public realm of the Uptown Newport PC will be designed and implemented by a master developer pursuant to a Master Site Development Plan approved by the City to ensure that the parks, streets, and ~~the~~ public spaces will be

planned and improved as a whole and will not be fragmented. A master association will be responsible for the ongoing operation and maintenance of the parks, streets, and common areas within the Uptown Newport PC. Individual projects within Uptown Newport will be regulated by the Uptown Newport PC Land Uses, Development Standards & Procedures. The Design Guidelines and Phasing Plan, and will also be governed by the master association rules and regulations.

2.2.1 Master Site Improvements

The ~~master site improvements~~ Master Site Improvements for the Uptown Newport PC ~~includes 2~~ include two acres of park space, ~~road rights-of-way~~ street improvements, utilities and an interconnected walkway system which links all areas of the site (see Figure 2-3).

~~The master developer will be responsible for completion of~~ Master Site Improvements include the ~~public realm, including:~~
~~The rights-of-way up to the back of sidewalk, following:~~

~~Demolition, site preparation~~ and rough grading;

Backbone ~~wet and dry utilities, storm drain system within the streets;~~

Sanitary sewer system within the streets;

Water distribution system within the streets;

Reclaimed water distribution system within the streets;

Street improvements,

~~Parkway including street paving, curb and gutter, sidewalk, and paseo landscaping and irrigation,~~

~~Neighborhood park/parkway improvements, to the back of sidewalk;~~

Common area fencing and walls;

Neighborhood Park improvements for the two public parks;

Landscape improvements within common areas, including: public street parkways to the back of sidewalk; project entries, Jamboree Road parkway and Class I and multi-use trail; Neighborhood Park landscape improvements; paseo landscape improvements;

Master streetlight and common area lighting improvements;

Dry utilities; and

Master community signage.

Operation and maintenance of the parks, streets, parkways, and paseos will be by the master association.

Developers of each parcel will be responsible for landscape development between the back of sidewalk and building face in accordance with the guidelines.

2.2.2 Project Entries

Two clearly identifiable site access points for Uptown Newport are located on Jamboree Road. The primary entry is located at the existing signalized intersection at Fairchild Road. A secondary access point with limited turning movements (left turn out of the site at this location will not be allowed) is located at the northeastern portion of the Jamboree frontage. A full turn-movement intersection at Birch Street provides a third access point into the site. Uptown Newport has access to convenient connections to Highway 73, the 405 Freeway, the John Wayne Airport, University of California, Irvine and to Newport Beach via Jamboree Road and MacArthur Boulevard. The arrival experience for residents and visitors on each of these three tree-lined entry roads will culminate into significant park space— to create a sense of arrival and community identity.

~~The entries into Uptown Newport incorporate the two neighborhood parks as focal points to create a sense of arrival and to provide an aesthetically pleasing entry.~~

2.2.3 Park Space

Two one-acre public neighborhood parks within Uptown Newport will provide convenient proximity of meaningful open space and recreational amenities for project residents and visitors. The relationship of the parks to the entry roads establishes a sense of quality and amenity upon arrival, and will distinguish Uptown Newport from other residential projects in the Jamboree corridor. These parks will provide light, air and open space relief to an otherwise urbanized area.

Each park has been programmed to serve the diverse recreational needs of the community and will feature such uses as fountains, seating areas, shade structures, open lawn areas, “tot-lot,” ~~barbeques~~barbecues, and active recreational uses.

The parks are connected to each other by the project Spine Street with generous walkways ~~and~~, enhanced tree plantings and street furniture. The project has been designed to extend park frontage to the adjacent neighborhood streets such that open space is extended into the public realm, the perception of open space is expanded, and convenient access to the parks for the residents is provided from each of the neighborhoods.

2.2.4 Pedestrian-Friendly EnvironmentPrivate Open Space

In addition to the two acres of public park space, private open space will be provided in each building phase, individual building or complex. These spaces may be internal to the building complexes in courtyards or in enclosed facilities on the ground floor (see Figure 2-13). Ground floor facilities are encouraged to be street facing to enhance the vitality of the community. Uses may include swimming pools, exercise facilities, tennis courts, basketball courts, clubhouse rooms, roof decks, community gardens, barbecue courtyards, passive gathering areas, or any other amenities as deemed appropriate by the Community Development Director.

2.2.5 Pedestrian Friendly Environment

Pedestrian connections are emphasized throughout Uptown Newport. Project streets will include landscaped parkways and sidewalks that link pedestrians throughout the village. A mid-block pedestrian greenbelt will cross through the middle of the village development adjacent to Jamboree Road with linkages to adjoining Koll Center Newport property to the north.

Greenbelt improvements are encouraged to include visual nodes and gathering spaces to enhance activity in these areas. Pedestrian activated courtyards, ~~open space~~ and recreational amenities are encouraged ~~between parcels to link the greenbelt~~ to further broaden connectivity and expand the greenbelts open space network.

In accordance with the General Plan, A ~~42~~twelve foot (12') wide sidewalk and Class ~~4~~I bike trail will be improved along the Jamboree Road parkway as part of the Uptown Newport project. The Jamboree Road trail and existing sidewalk improvements on surrounding properties will provide pedestrian and bicycle connectivity to the existing Newport Beach and regional trail systems. In addition, the internal streets within the Uptown Newport PC are designed to be pedestrian and bicycle friendly, with traffic calming features including enhanced paving at intersections and key pedestrian crosswalks, a traffic roundabout, and curb chokers that will reduce vehicular speeds ~~and provide traffic calming~~ within the project.

Strong pedestrian connections with adjacent properties will be provided as part of the master development as prescribed in Figure 2-~~7~~15. These connections will be reinforced by increased building setbacks and ~~enhanced~~ landscaping, and will link Koll Center Newport with the mixed-use core and neighborhood parks of Uptown Newport. Off site completion of this network will be subject to the re-development of Koll Center Newport.

Street furniture, street trees, directional signs, trash receptacles, and exterior lighting will be incorporated into public rights-of-way and open spaces to reinforce pedestrian activity. ~~Enhanced paving in crosswalks and in areas of increased pedestrian activity will be provided to highlight pedestrian pathways and encourage reduced travel speeds of vehicles that will calm traffic within the project.~~

Buildings will be configured ~~in a way that creates to create~~ a strong spatial relationship to the pedestrian walkways, and will be connected to create a cohesive pedestrian experience throughout Uptown Newport. Mixed-use areas with retail and residential will emphasize pedestrian orientation by utilizing features such as intimate plazas, connected courtyards, trellises, planters, seating, and fountains ~~and other such elements~~.

2.2.56 Mixed-Use Node

A mixed-use node will be located ~~near~~along the entry into Uptown Newport at Fairchild Road ~~and~~ adjacent to the Phase I park. This area will feature up to 11,500 square feet of neighborhood-serving retail integrated within the street level of residential building(s).

Drawing upon traffic and visibility from Jamboree Road to enhance its commercial viability, this village center is intended to attract day-time use from both residents and ~~the~~ nearby workforce while continuing to serve the needs of Uptown Newport residents during evenings and weekends.

With expanded street frontage paving for outdoor dining and passive seating and proximity to the neighborhood park, the village center ~~willis intended to~~ offer a visual setting and amenity that is superior to competitive retail improvements that currently exist in the Airport Area.

The village center is envisioned to include such uses as cafes, coffee house, deli/market, dry cleaner, and personal services. Parking for the village center retail will be provided within the ~~adjoining~~ mixed use building and in convenient on-street diagonal spaces.

2.2.67 Community Markers

The introduction of community markers for orientation and project identity promotes way-finding for residents and visitors, strengthens Uptown Newport's sense of place and produces a recognizable environment for residents and visitors. ~~In~~ addition to corner monuments and signage, building elements within the project will be designed to serve as landmarks within Uptown Newport. These elements, such as corner towers, low rise building forms, lobby entrances, distinctive colors and materials, landscaping and other such contrasting design elements will be introduced to distinguish buildings from one another, create landmarks and enhance way-finding.

The use of enhanced landscaping with organized plant material patterns will provide a clear visual design structure to the outside realm as well as the interior of the Uptown Newport ~~community~~PC to further enhance urban legibility and way-finding.

2.3 ROADWAY CIRCULATION

Primary access to Uptown Newport will be from the signalized intersection at Fairchild Road, secondary access ~~will be~~ off Jamboree ~~Road~~ at the eastern edge of the project frontage, and a third access point off Birch Street ~~in Phase 2~~. Project roadways within Uptown Newport have been arranged to establish clear and convenient access to individual development parcels, structured parking entrances and on-street parking within Uptown Newport. A central Neighborhood Street will allow for future connectivity to Von Karman Avenue when the Koll Center Newport develops.

2.3.1 Street Hierarchy

The proposed development will provide attractive roadways that promote both safe and convenient driving practices as well as encourage street level pedestrian activity (Figure 2-~~45~~23). The two access drives off of Jamboree Road will connect via the Spine Street, which serves as the primary vehicular circulation for the site. A third Entry Drive is provided off of Birch Street on the easterly side of Uptown Newport ~~in Phase 2~~. Neighborhood streets take access off the Spine Street, and provide access to individual building parcels. A Neighborhood Street on the westerly side of the property will provide ~~an~~ emergency vehicular ~~access~~connection to Von Karman Avenue through the Koll Center Newport. In addition, the central Neighborhood Street in Uptown Newport will facilitate future connectivity through the Koll Center Newport in accordance with the General Plan, including public access for pedestrians, bicycles, and vehicles.

2.3.2 Streetscapes

Streetscapes within Uptown Newport are scaled according to their function within the circulation hierarchy. The Entry Drives feature large parkways and building setbacks, as well as enhanced landscaping.

The Spine Street features enhanced parkways, sidewalk improvements and increased building setbacks creating an attractive, identifiable streetscape and expansion of the public realm (Figure 2-~~16~~-24). At the mixed-use node, the Spine Street features increased hardscape and the option of outdoor seating and dining areas.

The Neighborhood Streets also feature landscaped parkways with sidewalks separated from the curb (Figure 2-~~17~~25). These streets will feature smaller building setbacks and parkways to create an intimate pedestrian scale streetscape from which to engage front stoops and building entries.

2.3.3 Traffic-Calming

The use of traffic-calming devices within Uptown Newport has been incorporated into the design of the street improvements to reduce traffic speed and encourage pedestrian activity. These traffic-calming devices include a traffic roundabout located on the Spine Street, and “chokers,” where the street width is reduced in ~~such~~ key locations ~~as at~~ intersections and important pedestrian crossings. Textured paving will also be used on the roadway surface to slow traffic and establish visual cues that encourage reduced travel speeds (Figures 2-~~19~~27).

2.3.4 “Knuckle” and Cul-de-sac Conditions

The use of enhanced materials will be provided within knuckle conditions and cul-de-sacs to enhance the visual qualities of areas requiring expanded paving. These materials may include scored concrete, stamped concrete, brick or concrete pavers. Tree pockets and islands are encouraged within cul-de-sacs, ~~and are~~ (subject to Fire Department approval).

2.4 PARKING

~~Consistent with General Plan,~~ Uptown Newport ~~provides~~ is anticipated to provide structured parking for residents and visitors, along with on-street parking along project roadways. Structured parking must be encapsulated or screened, ~~and surface~~. Surface parking lots are not permitted within Uptown Newport.

2.4.1 On-Street Parking

Diagonal on-street parking is provided for convenient, short-term parking by visitors and residents for the retail and park areas. Parallel on-street parking is also provided throughout Uptown Newport for short-term parking by visitors and residents. On-street parking may be credited toward parking requirements for adjacent commercial and residential projects. Designated spaces will be provided for the public parks during park hours of operation.

~~Parallel~~ On-street parallel and diagonal parking is permitted throughout the community and encouraged in locations that are likely to attract significant visitor concentrations such as mixed use retail facilities, residential leasing offices and park amenities ~~(Figure 2-24).~~ On-Street parking shall be free of charge.

2.4.2 Structured Parking

Structured parking is anticipated to be provided within individual building parcels, and will serve residents and visitors alike. Resident parking will be provided in designated areas and can be secured with walls, gates, or fencing. Visitor parking will ~~also~~ be provided in designated areas within the parking structure. To supplement on-street parking for retail and park uses, structured parking for retail uses and the public parks will be provided in designated areas of buildings adjacent to the retail and park uses. Pedestrian access from structured parking to the retail core shall be provided in a manner similar to Figure 2-32.

2.4.3 Parcel Access/Vehicular Access to Parking

To maintain the visual continuity of streetscapes, control traffic movements and enhance the pedestrian experience, ~~it is encouraged that~~ vehicular access to residential parking should be limited ~~avoided~~ to the extent practical along to buildings directly adjacent to the parks and along the Spine Street. Final locations will be determined during site plan review.

2.5 FIRE/EMERGENCY ACCESS

New residential and commercial development will provide efficient circulation for service and emergency vehicles. Turf-block may be used for vehicular access in landscape areas subject to Fire Department approval. The implementation of a footpath system that provides firefighting personnel with access to standpipes with clear connections to the emergency

vehicular road network will be incorporated during the site plan review process to ensure adequate access for fire and emergency crews. This is anticipated to be allowed to extend emergency access to areas that are otherwise remote by conventional standards. Figure 2-~~2835~~ provides a general depiction of master site planning measures that may be utilized in addressing fire access criteria.

2.6 PEDESTRIAN AND BICYCLE CIRCULATION

2.6.1 Jamboree Road Class I Bike and Multi-Use Trail

Uptown Newport will include a ~~12-twelve-foot~~ (12') wide Class I bike and multi-use trail adjacent to the site along Jamboree Road. The trail will implement the General Plan master trail along the ~~projectproject~~ frontage, and will allow for improved access to Uptown Newport from the surrounding region.

2.6.2 Internal Sidewalks

Uptown Newport streets will feature curb-separated sidewalks for an enhanced pedestrian experience. These sidewalks will connect to the on-site network of paseos as well as the existing sidewalks and trails adjacent to the site.

2.6.3 Paseos

The Uptown Newport ~~master plan~~PC includes a network of paseos that serve as pedestrian-friendly greenbelts, providing connectivity to surrounding properties as well as providing pedestrian circulation within the village. The primary paseo runs perpendicular to Jamboree Road and connects Koll Center Newport to the Jamboree Road Class I bike/multi-use trail, and provides central access to the neighborhood parks and mixed use node. Public gathering spaces must be provided in this paseo. A secondary paseo running parallel to Jamboree Road provides connectivity between the parcels served by the two Neighborhood Street cul-de-sacs. Additional paseo connections from the parks and neighborhoods to the Koll Center Newport are provided to enhance connectivity and welcome visitors from surrounding properties.

The paseos are designed to promote pedestrian and bicycle circulation, provide for recreational opportunities such as walking and jogging, and provide such amenities as benches, fountains, plazas and other pedestrian-oriented facilities.

2.6.4 Pedestrian Circulation within Parcels

Individual residential projects within Uptown Newport should develop a comprehensive pedestrian network that connects private plazas, defined courtyards and other open space elements through clearly defined building circulation to project streets and greenbelts. Project-wide open space elements within Uptown Newport have been clearly linked to adjacent parcels.

2.7 SERVICE AND LOADING

Loading areas for residential moving vans and retail loading vans will be provided within the Uptown Newport street system to provide convenient proximity to lobbies, secondary elevators, or other principal circulation elements within project buildings. Figure 2-~~3441~~ shows potential areas where loading zones are encouraged to be located. Final locations for residential and retail loading zones will be determined during building plan review.

2.8 FINISH FLOOR RELATIONSHIPS TO PERIMETER CONDITIONS

~~In order to provide privacy for street level residential uses, finished floors are encouraged to be located approximately 2 feet above the adjacent street elevation. Conditions where residences are at elevations below the level of the adjoining sidewalk are discouraged. Finished floor heights in buildings fronting Jamboree Road should be located 3-4 feet above the road surface. Retail store fronts and other semi-public street level improvements are encouraged to be generally flush with the adjacent sidewalk or shall incorporate terraces to accommodate a positive relationship to the public realm.~~

~~Podium decks at a building perimeter should be incorporated into the building design as part of a patio, planter, or similar feature.~~

3.1 INTRODUCTION

3.1.1 Architectural Context Purpose

The purpose of ~~this section of the document~~ these Design Guidelines is to provide design direction and establish expectations for builders and developers of individual parcels within Uptown Newport. It will also provide the City of Newport Beach with guidelines from which to measure conformance when reviewing development applications for buildings proposed within Uptown Newport.

3.1.2 Architectural Context

The surrounding airport area includes a mix of commercial and light industrial uses. Varied architectural styles emerge in the surrounding properties, with many of the buildings being reflective of styles prevalent in the 1970's and 1980's time periods in which they were built. While architecturally eclectic in nature, buildings surrounding the property were predominantly designed for commercial office purposes and include high-rise glass curtain wall structures, wood-sided low rise multi-tenant facilities and "boutique" offices built for specific users.

3.1.2.3 Scale Context

The height of buildings found in surrounding properties varies ~~substantially~~ substantially, and includes small single-story, low-rise, mid-rise and high-rise (10+ story) ~~commercial offices~~ structures. Mid-rise and high-rise residential buildings are prevalent northerly of the site along Jamboree Road and adjacent to the site along Birch Street.

3.2 ARCHITECTURAL CHARACTER FOR UPTOWN NEWPORT

3.2.3.1-3 Theme and Character for

The theme of Uptown Newport embodies a collection and blending of traditional, modern and contemporary styles to establish a dynamic urban village with diverse architecture.

In respecting the commercial ~~nature~~ context of the project vicinity and the hierarchy and development patterns established in the master plan, buildings should ~~embody~~ evoke an urban ~~spirit~~ character in form and function, ~~reflect a timeless architecture with straightforward geometry, a unified composition, the~~ and show an expression of floor levels and structure, ~~solid parapets and simple roof forms.~~

~~Rather than attempting to define a style for Uptown Newport, building design.~~ As described in the following sections of this document, buildings should follow sound design principles by incorporating massing and proportion, structure, simple roof forms, fenestration, balconies, accent elements, materials and colors. However, modern and "contemporary" building character is generally preferred. If traditional styles are utilized, they are encouraged to incorporate classical references and form into a unified architectural expression. Buildings in Uptown Newport shall convey a timeless architecture.

3.2.2 Traditional Architecture

For the purpose of these Guidelines, traditional architecture may draw inspiration from such historic styles as Georgian, Italianate, Colonial Revival, Tuscan, Italian Renaissance and Monterey. Building design and execution should be sensitive to current construction practices and should not attempt to literally replicate historic styles. Traditional architecture need not aspire to an historic style but should exhibit clearly defined fenestration patterns and wall mass and appropriately scaled detailing. A range of materials may be used including plaster, siding and masonry. The use of heavily rustic materials is not recommended. The use of metal should be reserved for trim and ornamentation.

Ornate and heavily themed styles, such as Tudor, Victorian and Beaux Arts are not allowed.

3.2.3 Modern/Contemporary Architecture

Modern architecture may be characterized by simple form where the design is expressed by the materials and structure of the building rather than by historically-based massing, proportion and ornamentation. Walls need not be used to visually imply structural support as in historically based design. Rather, the spirit of modern design may introduce clean, bold lines where the façade appears to be hung from the structural super structure. Large window openings typify modern

architecture and may include floor to ceiling glass or windows that wrap around corners. Cantilevered projections are often provided to dramatize the non-bearing nature of the walls.

Metal, glass and smooth-finished wall materials may be used for exterior treatments. Masonry elements should be applied in geometric patterns.

While contemporary styles often radically break from traditional form and composition and include bold juxtapositions of massing and material, the incorporation of such architecture within Uptown Newport must execute design restraint and maintain a degree of regimentation and discipline to offer a more timeless expression. Forms and elements that are arbitrary and unrelated to the balance of a building's architectural composition are strongly discouraged.

3.3 URBAN DESIGN GUIDELINES

~~3.3. The character and style of new buildings located in Uptown Newport should be compatible with the "village" context being established by the Uptown Newport Master Site Plan. While architectural variety is permitted and anticipated, the design of individual structures shall be "well-mannered" and not "shout out" for attention.~~ **1 Building Orientation**

3.2 BUILDING ORIENTATION

Residential ~~building faces~~buildings should generally be organized parallel and perpendicular to ~~adjacent~~adjoining project streets to support the traditional urban design character proposed for Uptown Newport. This orthogonal orientation will help facilitate the connectivity of the public street and park realm to pedestrian-friendly ~~internal and external~~ courtyards, paseos and other such intimately-scaled ~~components~~spaces within the individual development parcels.

Where buildings front onto parks and greenbelts, an orthogonal orientation is also recommended to reinforce a traditional geometry ~~to, define edges and help "contain"~~ the urban open ~~spaces~~space. In areas between parcels and where physical separation occurs, buildings should be sited and shaped such that the spaces created between buildings provide opportunities for pedestrian plazas, courtyards and ~~deliberate~~ordered landscape elements.

3.3.2 Relationships of Buildings to Streets

In keeping with the vision of creating an urban village, buildings in Uptown Newport should be designed with a strong street presence.

3.2.1 Relationships of Buildings to Streets

~~In keeping with the vision of creating an urban village, buildings in Uptown Newport should be designed with a strong street presence.~~ Principal facades should predominantly conform to minimum street setbacks. ~~Deviation~~Except where mandated massing breaks are implemented, deviation from the minimum setback for principal facades should generally be limited to no more than ~~5-104-6~~ feet ~~so~~such that continuity in the urban character of the village is maintained. ~~However,~~ lengthy

3.3.3 "Block" Massing

Building facades facing internal streets and project perimeters visible to the greater community should incorporate a variety of materials and design treatments and/or modulating and articulating articulation of elevations to promote interest and provide a varied street scene architectural expression. To avoid continuous uninterrupted building planes, horizontal modulation in facade setbacks should be provided such that the resulting break in massing introduces the play of shade and shadow to the exterior elevations. In such conditions, changes to colors, materials and architectural character should be implemented in a deliberate manner that corresponds to massing breaks. Facades should generally offer architectural variation in increments of 100-125 horizontal feet or less. Compositions of simple forms is encouraged.

3.3 MASSING PRINCIPLES

~~While simple forms are encouraged, buildings~~ Buildings should provide variation in height to break up ~~long continuous masses and provide visual interest to the overall appearance of Uptown Newport.~~ the roof-line. This may be achieved through variationdifferentiation in the number of stories, ~~floor-to-floor height, introduction of penthouse conditions or~~

additional volume on upper floors, upper floor step-backs, the incorporation of providing mezzanines in upper floors, and floor residences, step-backs at the upper floor, modulation of balconies, deliberate variation in parapet heights, and introduction of tower elements. Overly repetitive vertical accent elements in a singular façade should be avoided.

Major and minor horizontal breaks are required on selected block-scaled facades to assure distinguishable separations between building elements (see Figure 3-25).

Jamboree Frontage

Larger massing elements are appropriate on Jamboree Road frontage in response to surrounding development context, expansive width of the street and the perception of associated vehicular travel speed. In order to break the primary frontage into two sub-blocks, a 50'-wide mid-block greenbelt has been provided.

Variation in building height is mandatory within the Jamboree Road frontage. At a minimum, two of the following elements must be used in each "Jamboree Road Frontage Area" designated on Figure 3-25:

Tower element (appearing at least one story taller than surrounding massing);

Increased ceiling height on selected upper floor residential units;

Mezzanines in selected upper floor residential units; and

Increase or reduction in the number of floors in selected areas.

Increased parapet height on upper units

3.3.4 High-Rise Building Massing and Siting

High-rise buildings are strongly encouraged to incorporate low-rise elements that provide for a step-back to the tower element in order to create a more human scale at the public realm. Should step-back conditions not be provided, increased building setbacks are required. Towers should be offset from each other to enhance view opportunities from all four sides of the building. If towers do face each other, adequate separation (minimum 75 feet) should be provided.

The design of roof decks and outdoor recreational amenities should be incorporated into the overall architectural composition of high-rise buildings.

When high-rise buildings engage the street-level, elements such as enhanced exterior finishes and materials, canopies, lobbies and awnings shall be incorporated to reinforce the pedestrian-scale environment for Uptown Newport.

Designated passenger drop-off areas at street level may be provided in front of the main pedestrian entrance of high rise buildings and may include canopies or other such coverings for weather protection, building identification, or for additional way-finding.

Drop-off entrances for high-rise buildings separated from the street network may also be provided. Paving, landscape materials and other such elements of the drop-off area shall complement the urban design of the adjoining street.

3.3.5 Community Focal Points

Key locations within the project have been specifically identified for the implementation of special architectural features. These features are to be located at the entries to Uptown Newport, at portions of buildings that become focal points based on the juxtaposition and patterns of project roadways, and in key building frontages adjacent to park space and other locations that are visually prominent within the community (see Figure 3-39). These features may include the introduction of tower elements, enhanced fenestration or materials, reductions in building height and building step-backs by upper floors.

In addition to the focal point locations, tower elements are encouraged to be introduced to serve as architectural features to enhance the overall design and massing composition of project buildings. Towers may be used to incorporate roof stairway access and elevator over-rides, may be integrated into the functional design of residential units, or may be for the sole purpose of architectural interest. Towers should appear to be complete in form and detail from all vantage points.

3.3.6 Street Activators

Building lobbies, common spaces, front entry stoops and raised private patios shall be provided within Uptown Newport to engage internal project streets and enhance the pedestrian interface. Although these elements will be provided throughout Uptown Newport, special emphasis will be given to activating the street level of buildings facing the Spine Street (see Figure 2-19). As described on the following pages of this document, these elements will be designed to provide a human scale to the community. Shading and weather protection devices may be incorporated into these street-front elements.

Resident Serving Facilities

Private resident serving uses such as clubhouses, fitness centers, business centers and mail rooms are encouraged to be located at the street frontage. If compatible with the architecture of the building, the uses should embody a retail storefront-like aesthetic.

Retail

A minimum of twelve feet (12'-0") in floor-to-floor height for the retail uses should be provided. Ground floor retail spaces should be articulated with an emphasis on storefront glass. Storefront glazing is encouraged to provide a minimum of ten feet (10'-0") in height from the adjacent sidewalk. While storefront windows may extend to the ground, they should feature a solid base finished with high-quality materials.

To promote accessibility, ground floor retail and street-fronting resident serving facilities should have a floor elevation that approximates the surface elevation of the adjoining public sidewalk. Outdoor seating and dining areas are encouraged on sidewalks adjacent to retail uses.

Lobbies

Condominium and apartment buildings shall feature street-facing central lobbies. Lobby entrances shall be articulated and distinguished through materials, details and textures from other areas of the facade. Entry canopies of high quality material and design are encouraged and may project into the building setback up to five feet (5'-0").

Stoops

Stoops for private residences should be provided throughout Uptown Newport. Stoops are not permitted for uses fronting onto Jamboree Road. Openings to residences should be comprised of enhanced materials and trim.

First Floor Patios

To further enhance street activity within Uptown Newport, first floor patios for private residences are permitted throughout Uptown Newport. First floor patios should be raised above the sidewalk level. Rails should be designed to provide privacy to the patio.

3.3.7 Ground Floor Relationships to Streets and Perimeter Conditions

In order to provide privacy for street level residential uses, finished floors should generally be located approximately two feet (2'-0") above the adjacent street elevation. Retail storefronts and other semi-public street level improvements are encouraged to be generally flush with the adjacent sidewalk or shall incorporate terraces to accommodate a positive relationship to the public realm.

3.3.8 Screening Elements

To the extent practical, above-grade utility vaults and such infrastructure equipment as backflow preventers at domestic water meters, irrigation controllers, and cable television pedestals should be screened from public right-of-way views with dense landscaping and/or walls of materials and finishes compatible with adjacent buildings. Above grade utilities should be visually buffered with low walls or plant material.

Chain link fencing is not allowed, except temporary fencing to screen construction areas. Service door and mechanical screen colors should be the same as, or compatible to, the adjacent wall colors.

3.3.9 Accessibility Ramps

Accessibility ramps and lifts should be discretely integrated into the composition of the building exterior and entry design. Exposed utilitarian open metal railings should be avoided unless integrated into the overall aesthetic of the architecture. If significant grade changes must be negotiated, ADA accessibility requirements are encouraged to be satisfied through placement of building elevators in perimeter entry locations.

3.4

BUILDING DESIGN

3.4.1 Massing and Building Form Articulation

Massing should offer simple contrasts between adjoining components ~~and should not rely on details to appear resolved.~~ All four sides of each building should be designed with elevations that are well integrated with the overall building composition.

~~Street facades should provide articulation and variation and should not consist of monolithic planes. Modulation in facade setbacks~~ Architectural interest ~~should be provided such that~~ incorporated into ~~the resulting break in massing introduces the play of shade and shadow to the exterior elevations. In such conditions, changes to colors, materials and architectural character may be implemented in a deliberate manner that corresponds to massing breaks.~~

3.3.1 Internal Blocks and Neighborhoods

~~To avoid long continuous stretches of uninterrupted building planes, building faces should generally offer variation in increments of 100-125 horizontal feet or less when fronting internal public streets. While project facades of all buildings must maintain a consistent proximity to internal streets, subtle~~ in Uptown Newport. This may be achieved through articulated base treatments which respond to the pedestrian scale, horizontal or vertical variation in fenestration treatments, horizontal breaks and variation in setbacks are recommended in intermittent locations to provide overall visual interest. Where long expanses of continuous building edges are likely to occur along internal streets, such as on the southerly side of the project Spine Street, more significant massing breaks may be considered. or vertical layering of facade planes, forms and materials, or by incorporating

3.3.2 Jamboree Frontage

~~In contrast to the scale of building proportions recommended adjacent to internal project streets, larger massing elements may be considered on Jamboree Road frontage in response to the magnitude of the street, setbacks and associated vehicular travel speed.~~

~~Due to the extent of the anticipated building frontage along Jamboree Road, in addition to a required mid-block greenbelt connection, each of the resulting two halves of the frontage between the project entry roads shall have at least one significant horizontal massing break with a dimension no less than 25' in such as canopies, columns and recesses to create depth and 35' in width.~~

~~Modulation and variation of building height is critical along the Jamboree Road frontage. In order to further promote massing interest by varying building heights, introduction of non-occupied spaces such as attics, tower elements and other such architectural features is encouraged. An increase or a reduction in the number of floors at corner conditions or within selected portions of the frontage can also greatly contribute to recognizable variation in height and massing to different parts of the facade.~~

~~Though not mandated, the incorporation of a legible base, middle and top should be considered for the design of buildings within Uptown Newport. In this approach, base, middle and top portions may be visually defined by plane breaks, step-backs, horizontal banding, cornices or belt moulding.~~

The base should be differentiated through material, color, or rustication. Darker tones relative to other building field colors are generally encouraged within the building base with the application of lighter colors above. Exposed basement

conditions shall incorporate architecture consistent with the base treatments. The design of first floor entry stoops and private patios shall also utilize a similar or complementary design vocabulary as the building base.

In general, the middle portion should form a consistent body to the building with simplified window and material patterning, consistent field color and restrained visual movement. If horizontal massing elements are not provided, the middle portion should be distinguished from the base and top by a clearly defined moulding or cornice line.

The top portion of the building may be distinguished by cornices at the roof line, articulated eaves and soffits or by visual accentuation through enhanced window heights, transoms and extended parapets. The top portion of the building should appear to be the lightest in color tone, material and form.

Building forms and massing should be articulated based on the scale and length of the façade and should be composed as deliberate architectural solutions. Buildings should not be articulated as an aggregation of “stacks” of individual residences.

3.3.34.2 Corner Conditions

To create a successful urban design framework for blocks within Uptown Newport, corners of buildings should consist of deliberate ~~plan~~ forms and exterior elevation articulation. The front and side elevations of buildings on corner lots should be designed to “turn the corner.” The design of street corners of buildings on prominent parcels should incorporate such elements as unique towers, bays, wrapped balconies and ground floor treatments that are distinguishable from secondary building corners.

Residential units in corner conditions should include windows and allow for architectural features that orient to both adjacencies. Building entries may be integrated into the first floor corner conditions and are encouraged at street intersections and round-about locations. The location of stair towers, utility chases, and other non-occupied areas at building corners is discouraged.

3.4.3 Roofs

Roof forms should be integrated into the overall massing composition of each major building component and be complete or appear complete. Flat roofs and pitched roofs are permitted within Uptown Newport.

Flat roofs should incorporate variation in parapet heights to promote visual interest. Cornices, shading devices and other such horizontal projections may be utilized to create additional visual definition to the profile of flat roofs.

Where roofs are sloped, they should generally maintain a relatively shallow pitch (5:12 pitch or less). Pitched roofs on high-rise buildings are not encouraged, but, if incorporated into the design, may deploy **3.3.4 Building Form**

~~Regardless of style, it is encouraged that buildings be designed with a legible base, middle and top (see Figures 3-11 & 3-12). Base elements to buildings should appear to be of sufficient substance to visually support the floors above and may be differentiated through material, color, or rustication. Darker tones relative to other building field colors are generally encouraged within the building base with the application of lighter colors above. Exposed basement conditions shall incorporate architecture consistent with the base treatments. The design of first floor private patios shall also utilize a similar or complementary design vocabulary as the building base.~~

~~In general, the middle portion should form a consistent body to the building with simplified patterning, field color and visual movement. The top floor of the building should be lightest in color tone, material and detail. Base, middle and top portions may be visually defined by plane breaks, step-backs, horizontal banding, cornices or belt moulding.~~

~~steeper pitches~~

~~3.4 Architectural Features~~

~~Key locations within the Uptown Newport PC have been specifically identified for the implementation of special architectural massing features. These features are to be located at the project entries, at portions of buildings that become focal points based on the juxtaposition and patterns of project roadways, in key building frontages adjacent to park space and other locations that are visually prominent within the community (see Figure 3-14). These features will include the~~

~~introduction of features such as tower elements, enhanced fenestration, restrictions in building height and building step-backs by upper floors.~~

~~In addition to the key locations, tower elements may be introduced to serve primarily as architectural features to enhance visibility.~~

~~Where a combination of flat and pitched roof forms are incorporated into individual buildings, transitions between the roof forms should be associated with horizontal breaks in massing.~~

~~In accordance with NBMC, roofs should generally appear free of utility and communication devices when viewed from the public realm. Screening shall be consistent with the overall architectural design.~~

3.4.4 Fenestration

Composition

~~Fenestration between floors should be vertically aligned whenever possible. If opening widths are not vertically consistent between floors, the wider of the openings should be incorporated into the lower levels. Fenestration and composition of project buildings. Towers modulation in a high-rise building should be designed to emphasize verticality.~~

Detail

~~Windows should generally be recessed from the exterior wall surface to depict the substance of the exterior wall mass and introduce shade and shadow. Window surrounds may be utilized to create the appearance of a recessed condition.~~

~~Windows that are flush with exterior wall surfaces may only be used if consistent with a building's overall architectural vocabulary. Such windows must incorporate reveals or other such detailing to demonstrate quality design.~~

~~Clear glazing is preferred and should be specified to reduce glare and reflectivity.~~

~~Windows with articulated frames are encouraged exit stairs. Examples of articulated frames include enhanced trims, awnings, and cornice detailing. Window headers and sills should be of the same color. elevator over-rides, or may~~

3.4.5 Balconies

~~Balconies shall be integrated into the architecture of the building. Balconies may be designed to collectively create features within the overall composition and should be complementary to the massing, architecture and material palette of the building. Balconies may be utilized to wrap corner conditions to create visual interest to the building's architecture.~~

~~In order to maintain an urban architectural expression within Uptown Newport, balconies facing internal roadways are encouraged to be mostly recessed into the building volume. Projecting balconies, if located on internal streets, should not dominate the façade.~~

~~Balcony railings should be well detailed and balance transparency with privacy. Solid balcony walls are discouraged. Highly ornamental railing details are also discouraged.~~

~~The use of Juliet balconies as an architectural element is encouraged as a means of enhancing fenestration patterns and providing additional texture and detail to the façade.~~

~~To reduce noise impacts in certain areas of the site, balconies may contain Plexiglas functional or other such transparent sound barriers. The barriers may be mounted on hinges to allow residents to open or close them.~~

3.4.6 Horizontal Design Treatments

Cornice lines, belt moldings, friezes or other kinds of horizontal design of residential unit treatments should wrap the corners of the building and terminate only at a perpendicular surface. In order to provide contrast to the balance of the façade, horizontal design elements should incorporate thickness and depth or include substantial reveals.

3.4.7 Building Materials

Colors, materials, and finishes should be coordinated on all exterior elevations to achieve continuity of design. Stone, metal, exterior plaster, exterior insulated finishing systems (EIFS), brick, concrete, wood, metal, and glass are acceptable materials for building walls. Metal, wood, and glass are acceptable materials for railings. High density foam is an acceptable material for molding. Stripes and patterns are not appropriate, although retail storefronts may reflect the design theme of the merchant. Use of highly reflective building materials, such as polished metals and reflective glass, is not allowed as a primary building material, but may be considered in limited applications as accent elements. Tile, metal, and "green roof" systems are acceptable materials for roofs.

Material changes should occur at plane breaks, preferably at inside corners or at step-backs and should be visually integral to the structure. The change of materials within a continuous horizontal plane is discouraged.

3.4.8 Colors

The palette of building colors should generally be warm and rich in tone, but be appropriate to the style of the building. Accent colors should be used purposefully to express entries, bases or special areas and should not be highly contrasting, arbitrary or graphic.

Color should be consistent within building massing elements. Changes in color should be applied to clearly define horizontal building planes and should not be applied at outside corners. The change of color within a vertical façade should occur in conjunction with cornices or other such physical horizontal elements. The changing of color in an uninterrupted horizontal plane is not allowed.

Roof flashing, rain gutters, drains, vents, and scuppers should harmonize in color with the building's architecture.

3.4.9 Exterior Building Lighting

The incorporation of exterior architectural lighting is encouraged to emphasize and highlight key building features, forms and details. The buildings may include accent lighting, up-lighting and grazing or washing techniques to emphasize vertical surfaces. Excessive lighting and glare should be avoided. Landscape lighting within the adjacent streetscapes or open space areas should be coordinated with the design of exterior building lighting.

3.5.10 Architectural Enhancements

In addition to massing features, several locations within blocks and building parcels that are visually prominent to the community have been designated to include enhanced facade treatments (see Figure 3-44). ~~119).~~

While quality design execution must be provided throughout Uptown Newport, these locations require such upgrades to finishes and materials as ~~expanded~~:

Expanded masonry, ~~metal~~

Metal panels or siding, ~~rusticated~~

Rusticated base elements, ~~and enhanced~~

Enhanced window systems ~~and~~

Enhanced door specifications.

Particular attention and enhancement shall be placed on the exterior elevations of the first floor (street level) and base of the buildings in these locations to enhance the pedestrian/public realm experience. ~~Upper floors, though important, are less critical to the public realm.~~ Balcony rails, canopies, and other building elements may require additional ornamentation or execution of trim and detail appropriate to the building's architectural vocabulary.

3.5.1 Exterior Building Lighting

~~Exterior elevations requiring enhancements should incorporate exterior architectural lighting to emphasize and highlight key architectural features and building forms. The buildings may include accent lighting, up lighting and grazing or washing techniques to emphasize vertical surfaces. Landscape lighting within the adjacent street-scapes or open space areas should be coordinated with the design of exterior building lighting.~~

3.6 STREET ACTIVATORS

~~Building lobbies, common spaces, front entry stoops and raised private patios are encouraged within project buildings to engage project streets and enhance the pedestrian interface. These elements should be designed to provide a human scale to the community.~~

~~Ground floor retail spaces should be articulated with an emphasis on store front glass. Plate heights for the retail uses should be increased. Business signage shall be integrated into retail elevation.~~ **4.11 Structured**

3.6.1 Lobbies

~~Condominium and apartment buildings are encouraged to feature street-facing central lobbies. Lobby entrances should be pedestrian scale and be articulated and distinguished through materials, details and textures from other areas of the facade. Canopies, shading devices and other weather protection elements are encouraged to be incorporated into the entrances. The location of elevators with the introduction of elevator stops at street level to satisfy accessibility requirements is also encouraged. If elevator stops are not provided at street level, accessibility ramps should be discretely incorporated into the building base and site design.~~

3.6.2 Stoops

~~Front stoop entries to private residences are encouraged on the spine road as well as on neighborhood streets. Front stoops are not recommended for uses fronting onto Jamboree Road. Front doors should be comprised of enhanced materials and trim. To the extent feasible, residential entries should be raised above the sidewalk level.~~

3.6.3 First Floor Patios

~~To further activate streets with Uptown Newport, first floor patios for private residences are permitted on the spine road as well as on neighborhood streets.~~

3.7 STRUCTURED PARKING

3.7.1 Parking Design

Structured parking shall ~~either be below-located in basements or, if constructed above-grade or, be~~ encapsulated ~~with~~by habitable space, landscaping, or garden walls. ~~Where a parking level is constructed above-grade, it may be wrapped with residential units or other non-parking uses to conceal it from view. The~~Any exposed edge of subterranean parking shall be integrated into the architecture of the building and treated with consistent or complementary materials (Figure 3-~~24~~**120**). Other than landscaping that is consistent with adjoining building areas, screening is not required for exposed basement conditions where the height of the first level of habitable space above adjoining finish grade is less than or equal to three feet.

The interior of parking structures ~~shall~~**should** be designed to promote ~~a~~ safe vehicular and pedestrian ~~experience~~**access**. Ceilings ~~shall~~**should** be painted white or such light colors to brighten the ambiance of enclosed parking facilities. Convenient, well marked and attractive pedestrian access ~~shall~~**should** be provided within parking facilities and connect to elevator cores and parking-level building lobbies.

Vehicular Access to Parking

Garage access should be incorporated into the overall patterning of fenestration, construction bays and other components of the exterior elevation. Broad spanning openings between bays should be avoided. For subterranean parking facilities, ramps are encouraged to be located within the building perimeter and be integrated into the overall design character of the buildings they serve. **3.7.2**

Garage Ventilation

Openings for ventilation or day-lighting of subterranean parking structures will be incorporated into design of the exterior of the building ~~or, if.~~ If detached from the building façade, **openings for ventilation** should generally be screened from view from public streets and sidewalks, and from adjacent buildings.

3.7.3 Vehicular Access to Parking

~~Garage access shall be incorporated into the overall patterning of fenestration, construction bays and other components of the exterior elevation. Broad spanning openings between bays should be avoided. For subterranean parking facilities, ramps are encouraged to be located within the building perimeter and be integrated into the overall design character of the buildings they serve. Light from the garage shall be shielded from view from adjacent streets and from adjacent residential units.~~

3.8 HIGH-RISE BUILDINGS

~~High-rise buildings are encouraged to incorporate low-rise elements that provide for a step-back to the tower element in order to create a more human scale at the public realm (Figures 3-25). Should step-back conditions not be provided, increased building setbacks are required. Towers are encouraged to be offset from each other to enhance view opportunities from all four sides of the building. If towers do face each other, adequate separation (generally 80-100 feet) or offsets between buildings should be provided.~~

~~When high-rise buildings engage the street level, elements such as enhanced exterior finishes and materials, canopies, and awnings should be incorporated to reinforce the pedestrian-scale environment for Uptown Newport.~~

~~The design of roof decks and outdoor recreational amenities should be incorporated into the overall architectural composition of high-rise buildings.~~

~~Designated passenger drop-off areas at street level may be provided in front of the main pedestrian entrance of high-rise buildings and may include canopies or other such coverings for weather protection, building identification, or for additional way-finding.~~

~~Porte-cochere entrances for high-rise buildings separated from the street network may also be provided. Care should be given to blend the plant material, street furniture and other such urban design elements of the entries with the master landscape design of the adjoining street.~~

3.9 ROOFS

~~While modern or contemporary design is encouraged, a variety of roof types (flat, pitched, etc.) are permitted within Uptown Newport. A combination of flat and pitched roof conditions are permitted within buildings but should be associated with major massing components.~~

~~While a combination of pitched and flat roofs is acceptable, traditional mansard roofs should be avoided. Where roofs are sloped, they should generally maintain a relatively shallow pitch (5:12 pitch or less). Pitched roofs on high-rise buildings are not encouraged, but, if incorporated into the design, may deploy **more steep pitches to enhance visibility.**~~

~~Roof forms should be integrated into the overall massing composition of each major building component and be complete or appear complete.~~

~~Tile, metal, and "green roof" systems are acceptable materials for roofs. Roof flashing, rain gutters, drains, vents, and scuppers should harmonize in color with the building's architecture. When viewed from the public realm, roofs should generally appear free of utility and communication devices.~~

3.10 SCREENING ELEMENTS

~~The top of roof-mounted equipment and communications devices shall be below the building parapet. Equipment screens or roof ridge (on pitched roofs) shall be provided. (Figure 3-29)~~

~~To the extent practical, refuse collection areas, utility vaults and infrastructure equipment shall be screened from public right-of-way views with dense landscaping and/or walls of materials and finishes compatible with adjacent buildings.~~

~~Above-grade equipment, including backflow preventers at domestic water meters, irrigation controllers, and cable television pedestals shall be screened from public rights-of-way, when feasible. Chain link fencing is not allowed, except temporary fencing to screen construction areas. Service door and mechanical screen colors should be the same as, or compatible to, the adjacent wall colors.~~

3.11 RETAIL INTERFACE

~~Special design and construction considerations between the retail and residential uses shall be incorporated into the design of buildings with retail uses to reduce the potential for potential noise, odors, and other potential nuisances from retail uses. Features to be considered include but are not limited to: segregation of retail uses with corridors or non-habitable space; separate heating, ventilation and air conditioning systems; ventilation of exhausts from retail operations through filters; increased insulation or noise barriers, and; other appropriate measures.~~

3.12 WINDOWS

~~Fenestration between floors should be vertically aligned whenever possible.~~

~~Windows should be recessed from the exterior wall surface a minimum of four inches to depict the substance of wall mass and introduce shade and shadow to help animate the appearance of the building.~~

~~Windows with articulated frames are encouraged throughout the development, but specifically along Jamboree Road and the Architectural Enhancement Zones shown on Figure 3-14. Examples of articulated frames include enhanced trims, Juliet balconies, awnings, and cornice detailing. Window headers and sills should be of the same color. Windows should generally be recessed to add shadow and depth.~~

3.13 BALCONIES

~~Balconies should be integrated into the architecture of the building. Balconies may be designed to collectively create features within the overall architectural composition and should be complementary to the massing, architecture and material palette of the building.~~

~~To reduce noise impacts in certain areas of the site, balconies may contain Plexiglas sound barriers. The barriers may be mounted on hinges to allow residents to open or close them (Figure 3-34).~~

3.14 BUILDING MATERIALS

~~Colors, materials, and finishes should be coordinated on all exterior elevations to achieve continuity of design. Stone, metal, exterior plaster, exterior insulated finishing systems (EIFS), brick, concrete, wood, metal, and glass are acceptable materials for building walls. Metal, wood, and glass are acceptable materials for railings. Stripes and patterns are not appropriate; although retail storefronts may reflect the design theme of the merchant. Use of highly reflective building materials, such as polished metals and reflective glass, is strongly discouraged.~~

~~Cornice lines, belt moldings, friezes or other kinds of horizontal design treatments should wrap the corners of the building and terminate at a perpendicular surface. Material changes should occur at substantial plane breaks, preferably at inside corners or step-backs and should be visually integral to the structure.~~

~~The palette of building colors should generally be warm and rich in tone and be appropriate to the style of the building. Accent colors should be used purposefully to express entries, bases or special areas and should not be highly contrasting, arbitrary or graphic.~~

4.1 GRADING AND EARTHWORK

Grading of the project shall be designed in a manner consistent with the applicable grading standards and ordinances of the City of Newport Beach. The grading shall be designed with a goal of ~~limiting~~minimizing the earthwork import and export to and from the site. The grading design and earthwork specifications shall incorporate the recommendations of a licensed geotechnical engineer and a licensed geologist.

The design of the grading shall anticipate the possibility of subterranean parking levels beneath the proposed buildings. Some of the material excavated to establish the subterranean pad envelopes can be used as fill to bring site grades up to elevations that would be several feet above existing grades. The grading should be designed such that the first floor elevations of the residential buildings are two to four feet above the surrounding site grades. Excess cut material should be exported from the site to locations and by routes approved by the appropriate governing agencies. The volume of export will depend on the extent of the subterranean parking. -In addition, site and street grades shall be designed to accommodate pedestrian and vehicular connections to the adjoining Koll-Center Newport property.

It will be necessary to blend the limits of grading in the first phase with the TowerJazz Semiconductor facility. It will be necessary to construct interim retaining walls and slopes along the edge of the first phase grading. In the second phase of development, these interim walls and slopes could be removed.

4.2 SEWER

The design of the on-site sanitary sewer facilities shall be consistent with the applicable standards of the City of Newport Beach. In general, the sewer system shall be designed to take advantage of existing City and Orange County Sanitation District (OCSD) facilities that currently serve the site.

Where possible, the proposed on-site sewer system will be located within the site roadway system. Manholes and cleanouts will be provided at recommended intervals to facilitate access to the system for cleaning and maintenance. The system should be designed to flow by gravity. The need for pumps is not anticipated, nor should it be encouraged.

4.3 WATER

Domestic water system improvements shall be designed in accordance with the standards and specifications of the Irvine Ranch Water District (IRWD).

The locations of fire hydrants, fire department connections, and other elements of the fire protection water system must be approved by the Newport Beach Fire Department. Backflow preventers and other above ground water system appurtenances should be placed in unobtrusive locations that are screened with landscaping to the extent practicable.

Currently, IRWD does not have recycled water facilities in the streets adjoining the project site. Should IRWD determine that ~~theirs~~ recycled water system will be expanded to serve the project, then it will be necessary to provide a network of recycled water pipelines and meters for project landscaping irrigation.

Irrigation and sprinkler head piping shall be "purple pipe" so that if recycled becomes available, Uptown Newport will be able to connect.

4.4 STORM DRAINAGE

Runoff from the site is currently conveyed by underground storm drains to the existing drainage ponds along Von Karman Avenue to the northwest of the property. The ponds connect to the City of Newport Beach storm drain system which, in turn, discharges to the Back Bay/San Joaquin Creek near Jamboree Road.

Drainage design for Uptown Newport shall be in accordance with appropriate City of Newport Beach requirements and permits. This will include approval and implementation of a Water Quality Management Plan that will incorporate Low Impact Development principles.

In general, the proposed storm drain system is expected to consist of a system of underground pipes that will convey storm water runoff (including that which has been properly treated for water quality) to the existing downstream off-site system using several points of connection along the northwest side of the side of the site.

4.5 WATER QUALITY

The proposed project shall be designed to comply with the requirements of the appropriate permits pursuant to the National Pollution Discharge Elimination System (NPDES). A Water Quality Management Plan (WQMP) will be prepared. The purpose of the WQMP is to minimize the effects of urbanization on site stormwater runoff quality and quantity by implementing Low Impact Development (LID) Best Management Practices (BMP's).

For each construction phase of the project, a Storm Water Pollution Prevention Plan (SWPPP) will be required. This plan will specify the Best Management Practices (BMP's) to be deployed during construction of the project to protect the quality of stormwater runoff from the project during construction.

A variety of BMPs will be deployed for this project. These may include infiltration with bioretention in landscape and park areas, planter boxes with underdrains, vegetated filter strips, and proprietary treatment systems. To the extent ~~possible/practicable~~, the ~~master-developer~~Master Developer should provide BMP's for the design capture volume for the entire site. These can be placed within the parks, the planter areas, and landscape strips. Planter boxes with underdrains are an additional BMP option for the individual building sites. The downstream ponds in the Koll Center Newport will provide further water quality treatment through aeration and settlement of silt and sediments.

4.6 UTILITIES

Electrical service for the project will be provided by Southern California Edison Company (SCE). The existing SCE substation, located near the southwest corner of the site will remain functional during Phase 1 to supply service to the TowerJazz Semiconductor facility. Natural gas service will be provided by Southern California Gas Company.

4.7 GENERAL

Nothing in the Uptown Newport PC or Design Guidelines is intended to lessen the other requirements with respect to site infrastructure that are set forth in city, state or federal codes.

Attachment No. PC 7
Correspondence

MEYER PROPERTIES

4320 VON KARMAN AVENUE • NEWPORT BEACH, CALIFORNIA 92660
(949) 862-0500 • FAX (949) 862-0515

January 18, 2013

Michael Toerge, Chairman
Bradley Hillgren, Vice Chairman
Fred Ameri, Secretary
Tim Brown, Commissioner
Kory Kramer, Commissioner
Jay Myer, Commissioner
Larry Tucker, Commissioner
City of Newport Beach Planning Commission
3300 Newport Blvd.
Newport Beach, CA 92663

RECEIVED BY
COMMUNITY

JAN 22 2013

DEVELOPMENT
CITY OF NEWPORT BEACH

Re: Uptown Newport Project:

Dear Commissioners:

While this letter is less timely than I would have preferred, I believe the substance is no less relevant.

In this regard, I was one of the attendees at the Planning Commission hearing on December 20, 2012. I appreciated the opportunity to speak before the Commission and felt like many of the members heard the concerns of those of us who spoke and sought to mitigate some of the negative impacts the Uptown Newport Project will have on our properties.

I, however, have to admit that I was surprised the planning staff made virtually no comments or recommendations that would be favorable to the Koll Center Newport property owners.

A number of us who spoke made comments that were directly or indirectly related to the General Plan for the airport area. Commissioner Tucker made a comment that, in essence, they had their chance to comment on the General Plan as they were "properly" noticed. I would like to make what I feel is a most important semantic distinction. While we were "legally" notified, I don't feel we were properly notified. I've spoken with most of the Koll Center Newport property owners and not one has indicated they received notice of the General Plan Amendment. I suspect that's because the City could provide legal notice via notice in the newspaper.

Notwithstanding this distinction, we know the ship has sailed on the General Plan. We also know that the city has financial and political incentives to do as high density an affordable housing project as possible. All we can do now is take necessary action to preserve the property value and lifestyle of Koll Center Newport as best we can and hope that you and the City Council won't let politics and economics override what is best for existing property owners as well as the future residents of the project.

Accordingly, I hope you will give serious consideration to the highly unusual but most revealing circumstance of a virtually unanimous opposition by those of us who are experienced real estate developers and/or investors to the Uptown Newport Project as it is currently designed.

Sincerely,

Meyer Properties

A handwritten signature in blue ink, appearing to read "J. Hasty", with a stylized, cursive script.

James B. Hasty
Senior Vice President



Newport Lexus
3901 MacArthur Blvd.
Newport Beach, CA 92660

(949) 477-7000
(949) 477-7010 Fax
www.newportlexus.com

November 30, 2012

Chairman Toerge
& Newport Beach Planning Commission
3300 Newport Center Drive
Newport Beach, CA 92663

**RE: Uptown Newport – PA 2011-134
4311-4321 Jamboree Road**

RECEIVED BY
COMMUNITY

JAN 07 2013

DEVELOPMENT
CITY OF NEWPORT BEACH

Dear Chairman Toerge & the Newport Beach Planning Commission:

Our dealership occupies property at the corner of Jamboree and MacArthur Blvd. in Newport Beach, about ¼ mile from the proposed Uptown Newport project.

We have reviewed the plans for Uptown Newport, have discussed the project with the applicant, The Shopoff Group, and are writing this letter in support of the proposed project. We believe this use of the property will be beneficial to the area, bringing new residents to the community, and creating a more vibrant neighborhood mix. Among the reasons that we support this project are:

- A master planned mixed use project is the appropriate use for the property.
- The addition of over 2 acres of urban parks will provide an amenity for our employees. This should become an area they can utilize during their breaks while remaining in the area.
- A new high-density residential community will provide much-needed housing in this area of Newport Beach and will allow its residents to experience a live/work environment. This could be a useful recruiting tool for our firm, providing potential for shorter commutes to work.
- The current industrial uses, while being good neighbors for many years, are becoming outdated for the area and are in great need of renovation and redevelopment.
- Redevelopment of this site with the proposed 1,244 residential units and associated retail will enhance property values and bring a new vitality to the area.

We respectfully request your approval of the Uptown Newport project, as we believe it conforms to the City's General Plan goals for the area and provides the many benefits the city anticipated for an urban residential lifestyle community. We believe it is compatible with our dealership and look forward to seeing this project come to fruition.

Sincerely,

David Wilson
Owner/CEO

ADDITIONAL
MATERIALS
RECEIVED

UPTOWN NEWPORT



APPLICANT'S PRESENTATION

MVE & PARTNERS



The Colony



Newport Bluffs



One Ford Road



Belcourt

MVE & PARTNERS



Corporate Plaza



680 Newport Center Drive



Bayview

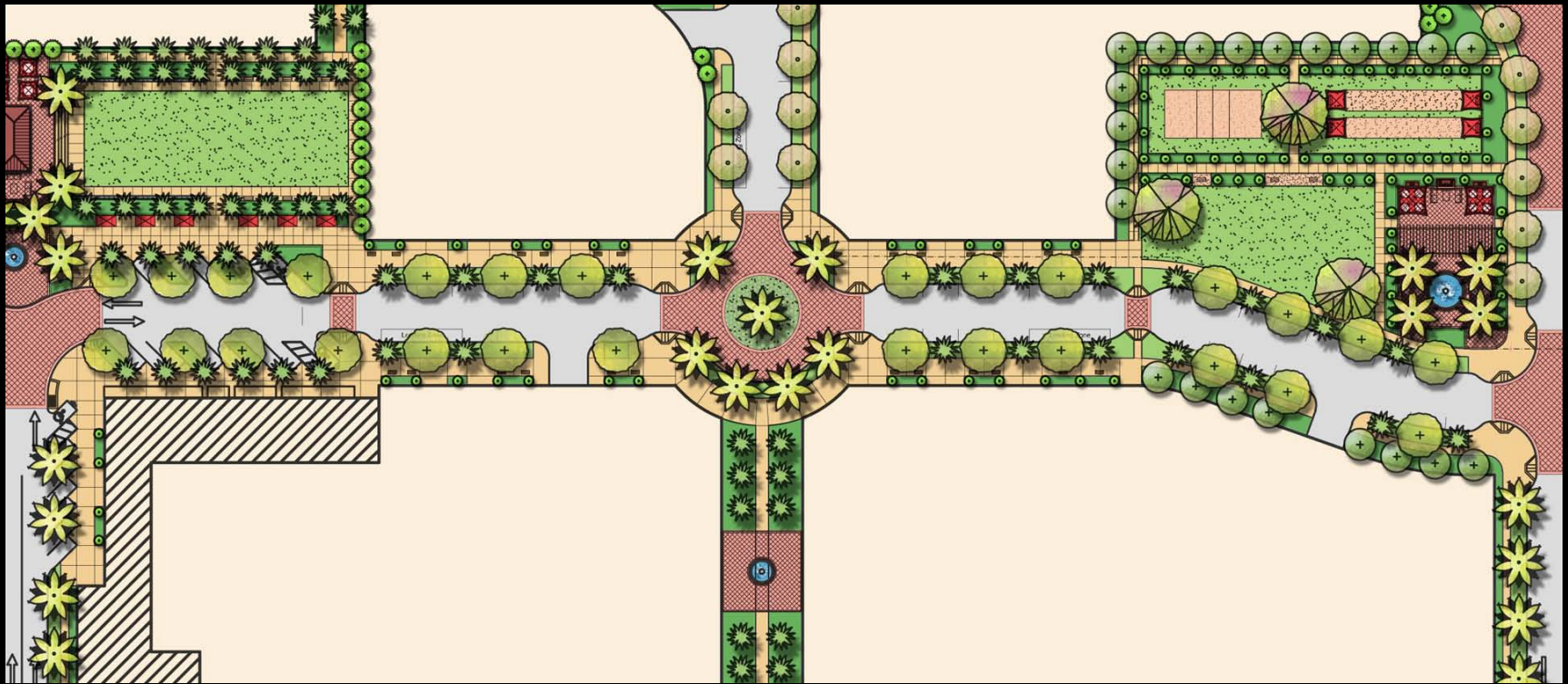


888 San Clemente

MASTER SITE PLAN



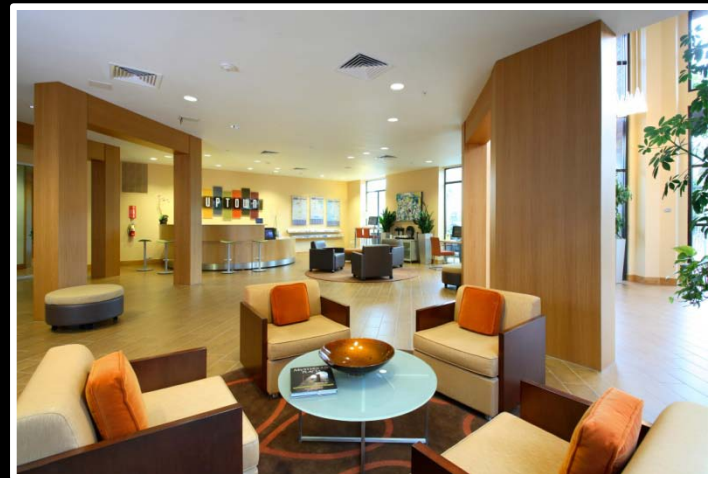
SPINE STREET



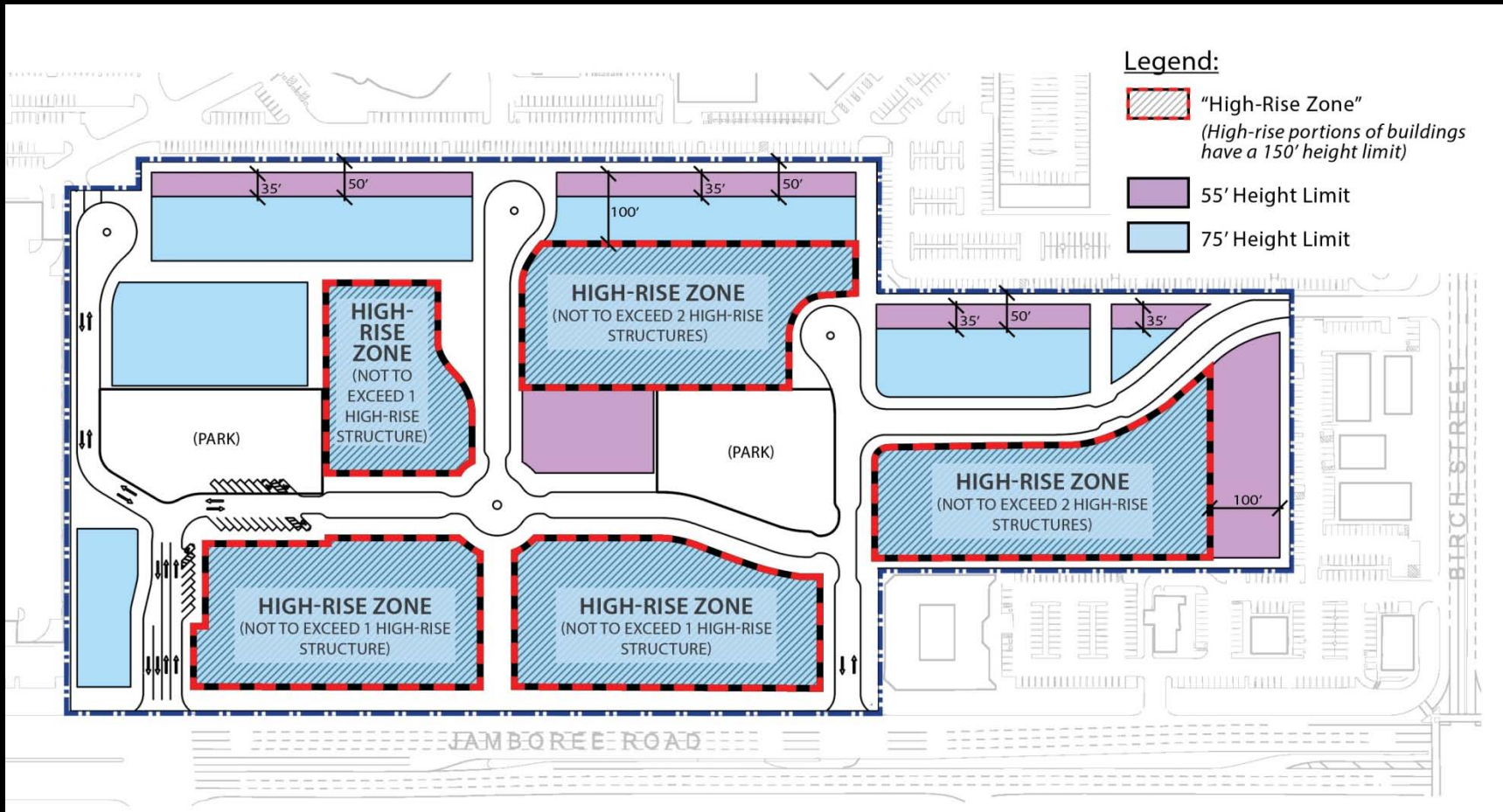
PRIVATE OPEN SPACE



PRIVATE OPEN SPACE



BUILDING HEIGHT LIMITS



ARCHITECTURAL THEME & CHARACTER



The theme of Uptown Newport embodies a collection and blending of **traditional**, **modern** and **contemporary** styles to establish a dynamic urban village with diverse architecture



TRADITIONAL ARCHITECTURE



- Traditional architecture may draw inspiration from historic styles without literally replicating them
- Exhibits clearly defined fenestration patterns, wall mass and appropriately scaled detailing



MODERN/CONTEMPORARY ARCHITECTURE



- Characterized by simple form, where design is expressed by the materials and structure of the building
- Designs often include bold lines, large window openings and cantilevered projections



BUILDING ORIENTATION



Orthogonal building reinforcing street grid



Orthogonal courtyard relationship

BUILDING ORIENTATION

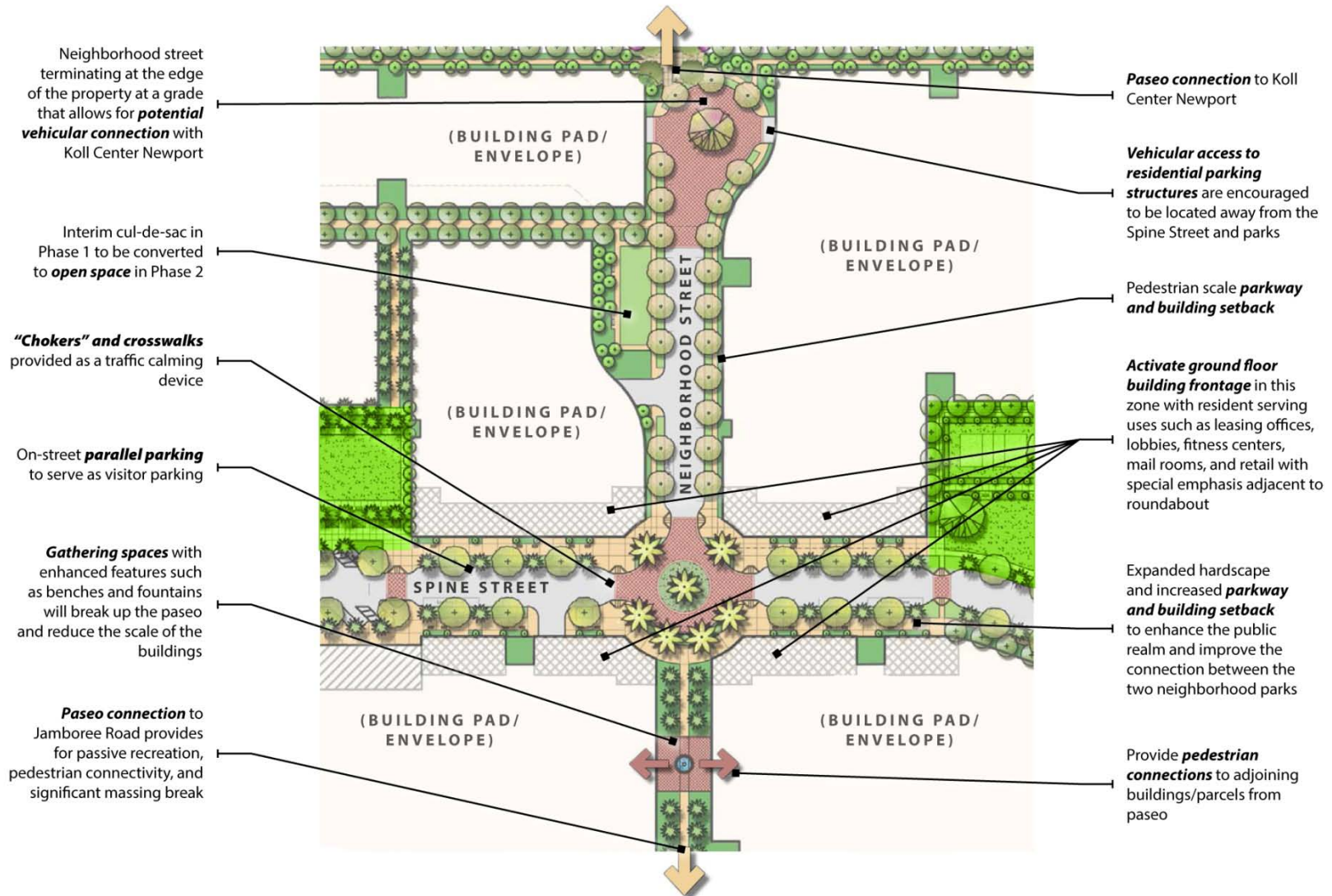


Strong street presence



Building defining park edge

SPINE STREET



STREET ACTIVATORS



Lobby as street activator



Resident serving uses as street activator

STREET ACTIVATORS



Retail engaging public walkway

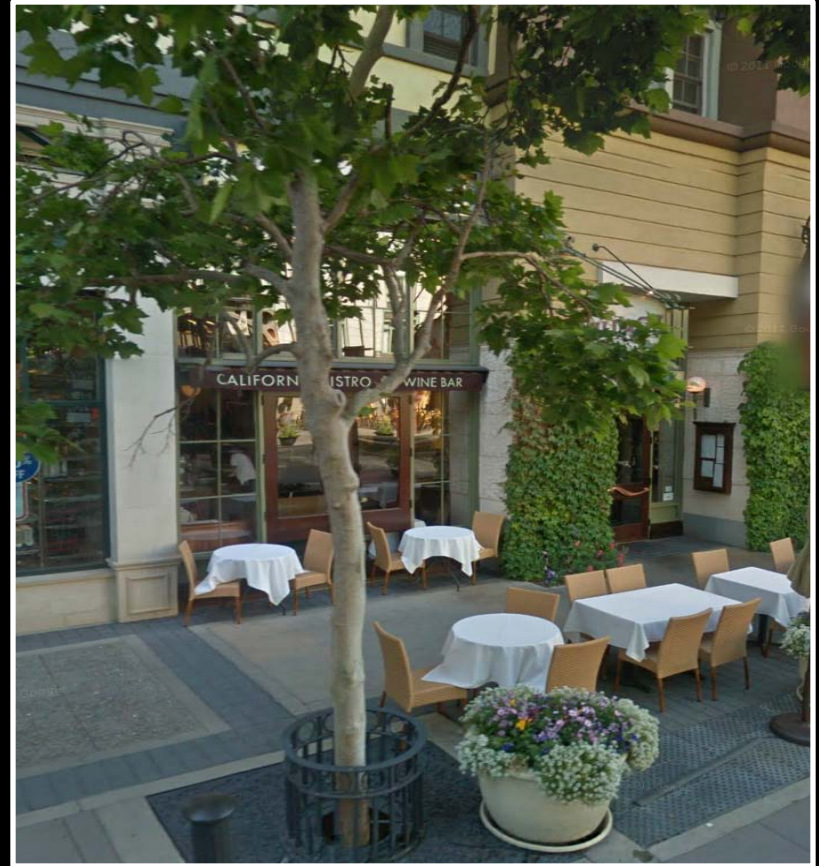


First floor patios and stoops as street activators

STREET ACTIVATORS



Mixed Use Retail



Cafes as street activators

MASSING & ARTICULATION



Composition of base, middle, and top elements



Horizontal and vertical articulation

BLOCK MASSING



HIGH-RISE MASSING



Low rise massing and increased building setback



Low rise massing

CORNER CONDITIONS



Deliberate forms incorporated into corner



Prominent corner

FENESTRATION



Vertical alignment of fenestration



Recessed windows

BALCONIES

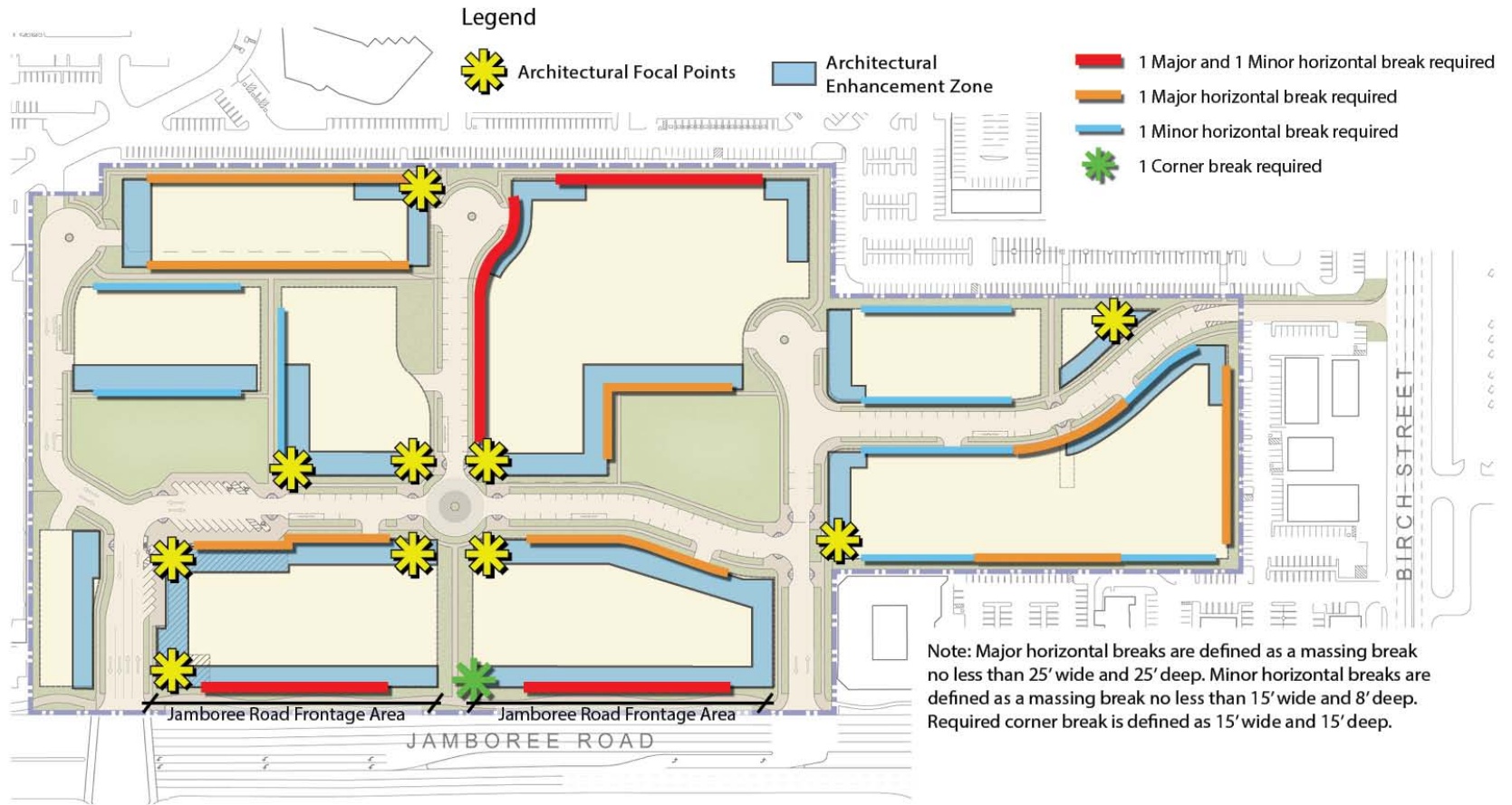


Balconies integrated into building architecture

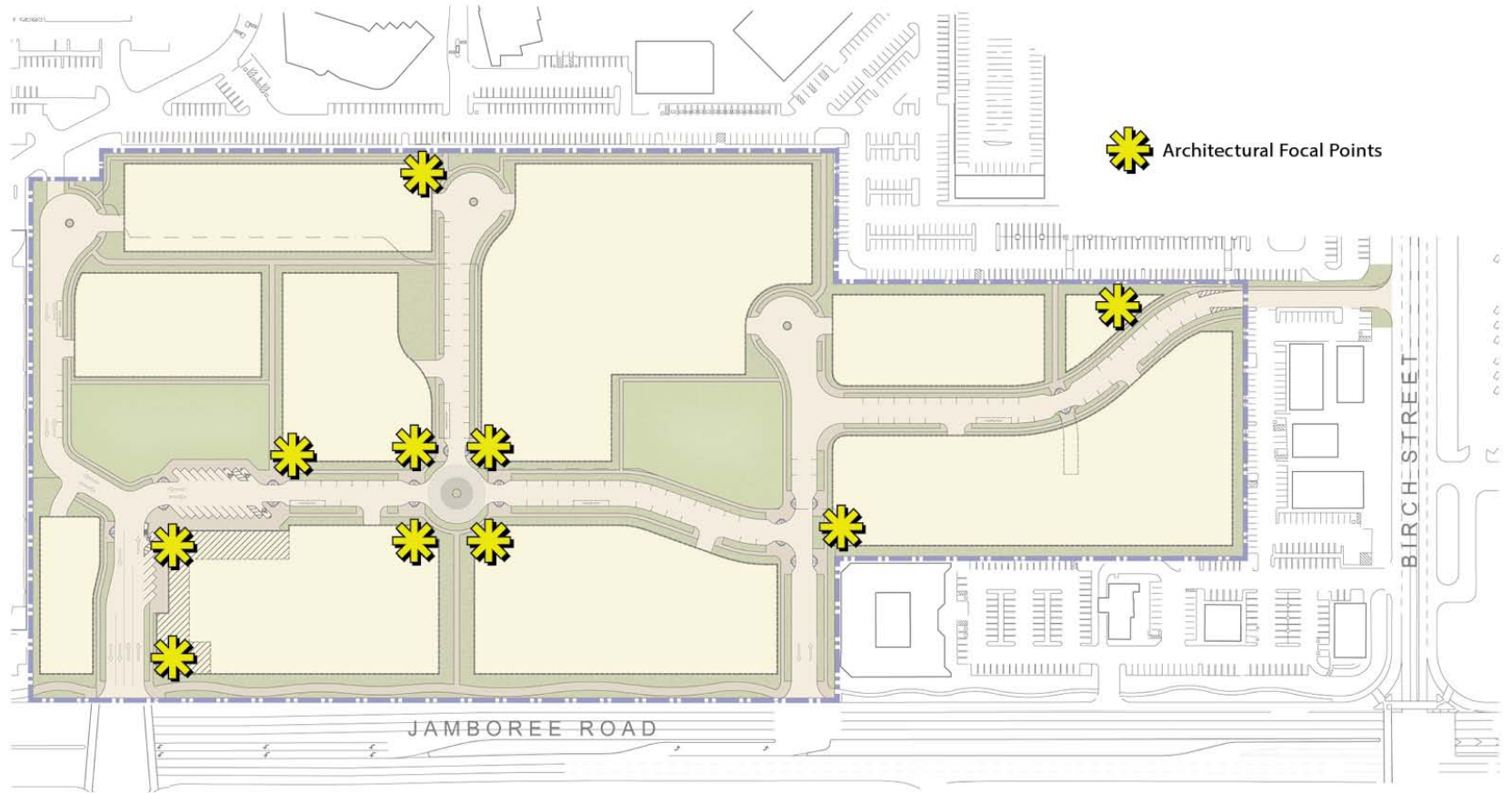


Balcony details

URBAN DESIGN



COMMUNITY FOCAL POINTS



COMMUNITY FOCAL POINTS



Reduction in building height as focal point



Tower element as focal point

COMMUNITY FOCAL POINTS

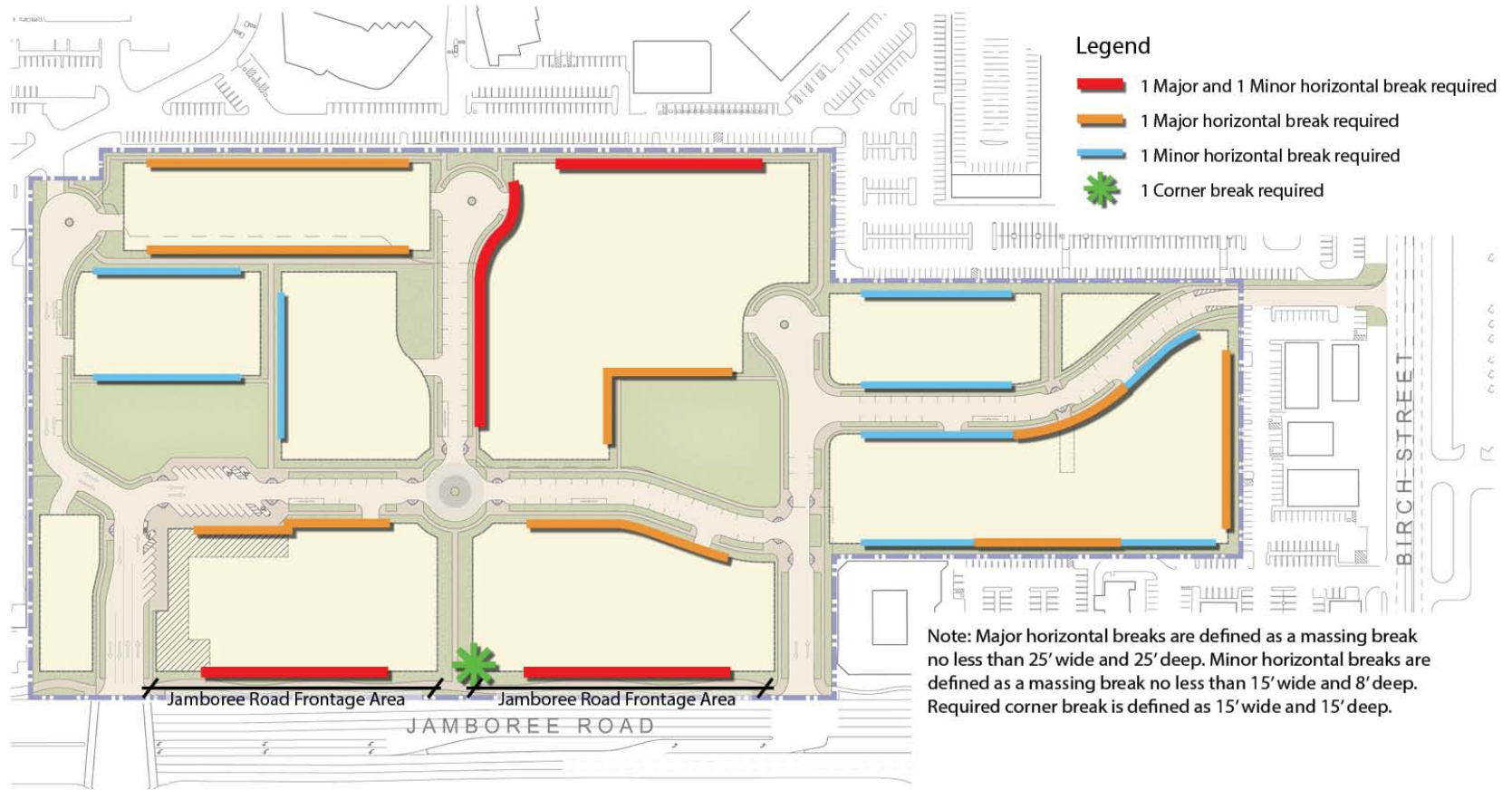


Enhanced fenestration as focal point



Step-back as focal point

MASSING BREAKS



MASSING BREAKS

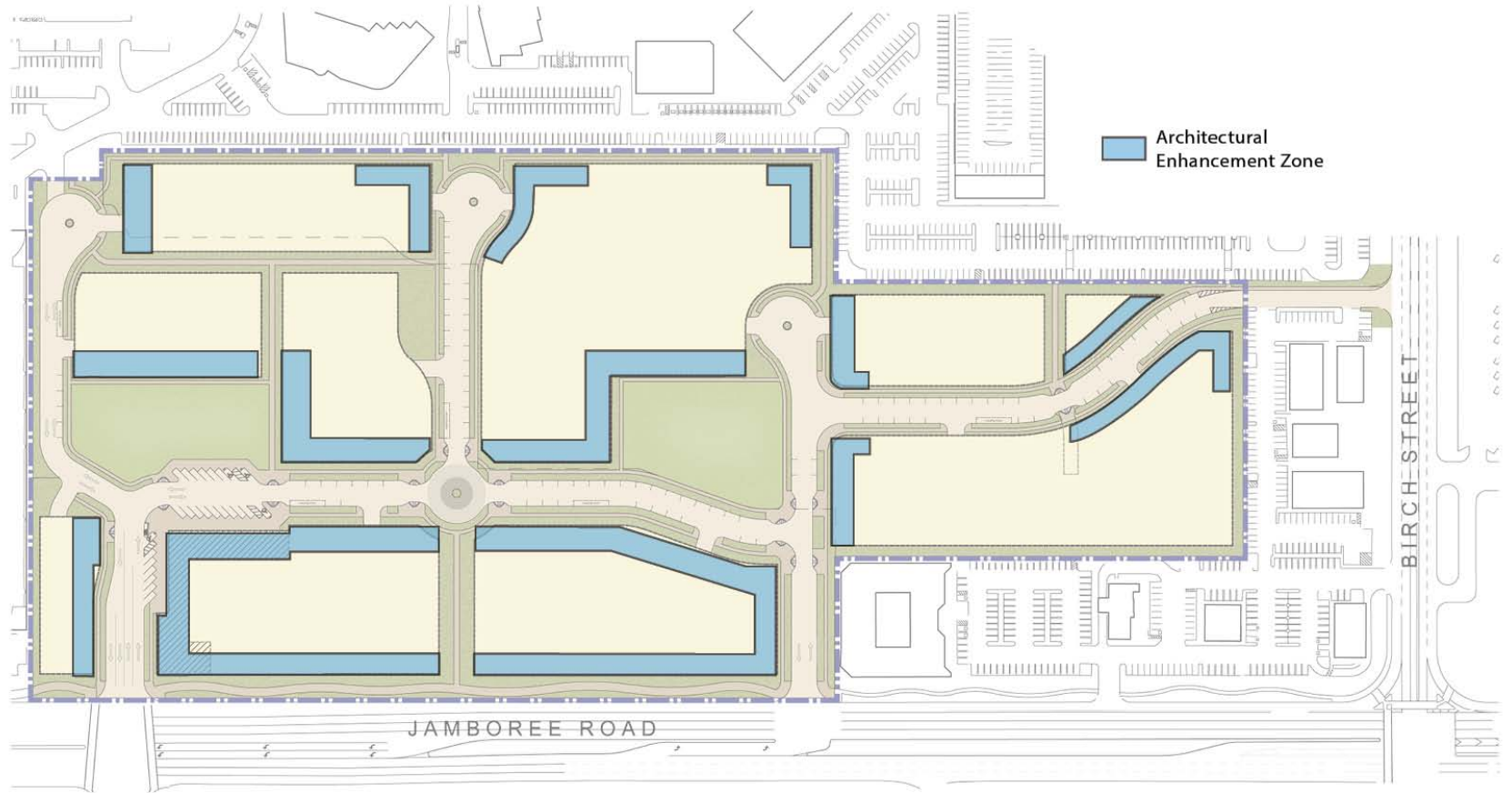


Vertical massing break



Horizontal massing break

ARCHITECTURAL ENHANCEMENTS



ARCHITECTURAL ENHANCEMENTS



UPTOWN NEWPORT



Item No. 3 : Uptown Newport (PA2011-134)

I find this project too large and multi-faceted, and the documentation too voluminous, to comment on it in any meaningful way. However I find it odd that the agenda announcement describing the proposed resolution of recommendation does not mention the making of a recommendation to Council regarding the Airport Land Use Commission's rejection of the project as presented to them – a matter which I think has been handled much too casually and without adequate information. I also find it odd that the agenda packet does not seem to include a copy of the proposed resolution, which, even if there is no need to address the ALUC matter, I would assume has undergone at least some revision compared to the version(s) presented in earlier agenda packets. If nothing else, the proposed date of adoption and the dates on which hearings were held have surely changed.

More specifically, as I understand it the ALUC was in part concerned about giving their blessing to a project which might, subsequent to their approval, be substantially modified by the PC. Rather than encouraging the Council to override the ALUC's pre-PC approval decision, and in the process possibly placing unnecessary liability on the City's taxpayers, I would suggest the Planning Commission include a recommendation that the project as tentatively approved by the PC be sent back to the ALUC for re-evaluation – recognizing that might necessitate further changes and iterations to accommodate the ALUC's concerns. Although the developer may not appreciate the delay, I believe it is clearly in the best interest of the residents of Newport Beach, as well as those who will eventually be living in the project, to have something *both* the PC *and* the ALUC are comfortable with.

KOLL CENTER NEWPORT

Via E-Mail

February 7, 2013

Michael Toerge, Chair
Bradley Hillgren, Vice Chair
Fred Ameri, Secretary
Tim Brown, Commissioner
Kory Kramer, Commissioner
Jay Myer, Commissioner
Larry Tucker, Commissioner
City of Newport Beach Planning Commission
3300 Newport Blvd.
Newport Beach, CA 92663

Re: Uptown Newport Residential Development

Dear Commissioners:

Please accept this letter on behalf of Koll Center Newport Common Areas ("KCN"). We have had the opportunity to meet with The Shopoff Group ("TSG") on multiple occasions over the course of their planning process to express our concerns. While TSG has accommodated several of our concerns to date, the following is a summary of concerns that we ask TSG to consider and incorporate:

- **Retail:** A minimum of 6,000 SF of food service should be provided to serve not only the new residential community as well as the existing surrounding uses. TSG seemed to be in support of this concept subject to reasonable conditions.
- **Building Setbacks:** Given this is a four-sided project we would encourage a more substantial setback between KCN and Uptown Newport.
- **Building Design/Massing:** As noted above Uptown Newport is a four-sided project and therefore the buildings bordering KCN should have key design elements on all sides and include articulation in the massing so the buildings do not appear to have long unbroken masses. We believe TSG

has agreed to "four-sided" architecture and we believe they are considering major breaks in massing.

- **Vehicular Access:** Limit to emergency vehicles only across KCN to Von Karman. This is a view shared by TSG, KCN, and KCN building owners.
- **Pedestrian Access:** Due to the impacts and liability of additional pedestrian traffic across KCN a Reserve Fund should be established utilizing community benefit funds set aside as a result of Uptown Newport. Two points of connection would be acceptable if this fund can be created.
- **Affordable Units:** Low and very low income affordable units should be eliminated as they are not complimentary to a mixed use development.

Thank you for your consideration and time spent on this matter.

Regards,



KCN Common Area
Management

4. PLANNED COMMUNITY DEVELOPMENT PLAN IMPLEMENTATION

Master Site Improvements include the following:

1. Demolition, site preparation and rough grading;
2. Backbone storm drain system within the streets;
3. Sanitary sewer system within the streets;
4. Water distribution system within the streets;
5. Reclaimed water distribution system within the streets;
6. Street improvements, including street paving, curb and gutter, sidewalk, parkway improvements to the back of sidewalk;
7. Common area fencing and walls;
8. Neighborhood Park improvements for the two (2) public parks;
9. Landscape improvements within common areas, including: public street parkways to the back of sidewalk; project entries; Jamboree Road parkway and Class 1 and multi-use trail; Neighborhood Park landscape improvements; paseo landscape improvements;
10. Master street light and common area lighting improvements;
11. Dry utilities;
12. Master community signage.

A Master Site Development Plan shall be prepared to implement the Master Site Improvements within the Uptown Newport PC. The purpose of the Master Site Development Plan review is to ensure that the Uptown Newport site is developed consistent with the Uptown Newport Land Uses, Development Standards & Procedures, Design Guidelines, Phasing Plan, Development Agreement, applicable environmental mitigation measures, and applicable City Codes and standards, as well as to ensure that the Master Site Improvements are constructed and completed in a manner that provides for a complete and cohesive master plan.

4.1.1 Application

Review and approval of the Master Site Development Plan application shall be conducted by the City of Newport Beach Planning Commission in accordance with the procedures for a Major Site Review application outlined in NBMC, with the exception of proposed buildings. Proposed buildings within the Uptown Newport PC shall be evaluated in accordance with the Site Development Review process outlined in Section 4.2 herein.

Plans shall be prepared for the public and common area elements within the Uptown Newport PC, including streets. The Master Site Development Plan application shall include the following plans for the Uptown Newport project, with separate Master Site Plans prepared for both Phase 1 and Phase 2:

1. Preliminary grading plans;
2. Preliminary street improvement plans;
3. Preliminary master landscape plans and plant palette;
4. Preliminary public parks and paseo plans;
5. Preliminary master wall/fence plans;
6. Preliminary master lighting plan (street lights and common area lighting);
7. Preliminary master sign plan.
8. Prototypical building elevations that clearly demonstrate the architectural style of all structures, illustrate exterior materials, exterior colors and building heights.

3. ARCHITECTURAL GUIDELINES



Figure 3-1: Koll Center Newport



Figure 3-2: Conexant property



Figure 3-3: Adjacent retail on Jamboree Road

3.1 INTRODUCTION

3.1.1 Purpose

The purpose of these Design Guidelines is to provide design direction and establish expectations for builders and developers of individual parcels within Uptown Newport. It will also provide the City of Newport Beach with guidelines from which to measure conformance when reviewing development applications for buildings proposed within Uptown Newport. The objective of these Guidelines is to establish Uptown Newport as a high-quality residential community that is distinguished in quality of design, materials and appearance from other high density residential projects in the surrounding vicinity.

3.1.2 Architectural Context

The surrounding airport area includes a mix of commercial and light industrial uses. Varied architectural styles emerge in the surrounding properties, with many of the buildings being reflective of styles prevalent in the 1970's and 1980's time periods in which they were built. While architecturally eclectic in nature, buildings surrounding the property were predominantly designed for commercial office purposes and include high-rise glass curtain wall structures, wood-sided low rise multi-tenant facilities and "boutique" offices built for specific users.

3.1.3 Scale Context

The height of buildings found in surrounding properties varies substantially, and includes small single-story, low-rise, mid-rise and high-rise (10+ story) structures. Mid-rise and high-rise residential buildings are prevalent northerly of the site along Jamboree Road and adjacent to the site along Birch Street.

3. ARCHITECTURAL GUIDELINES

3.2 ARCHITECTURAL CHARACTER FOR UPTOWN NEWPORT

3.2.1 Theme and Character

The theme for Uptown Newport is the creation of a dynamic urban village with diverse architecture. Buildings within Uptown Newport will incorporate one or more of traditional, modern, or contemporary styles and shall aesthetically integrate with each other in a cohesive fashion. This theme will allow for the development of residential buildings within Uptown Newport in a manner that acknowledges the urban character of the Airport Area and surrounding commercial uses.

Conceptual exterior elevations will be prepared for review by the Newport Beach Planning Commission as part of the Master Site Development Plan Review process outlined in Section 4.1 of the Planned Community Development Plan Land Uses, Development Standards and Procedures. These prototypical elevations will clearly demonstrate the architectural style of all structures, and will illustrate exterior materials, exterior colors and building heights. This requirement shall apply to all buildings in both Phase 1 and Phase 2.

In addition, all buildings within Uptown Newport PC shall be subject to the Site Development Review process outlined in Section 4.2 of the Planned Community Development Plan Land Uses, Development Standards and Procedures prior to issuance of building permits



MEYER PROPERTIES

4320 VON KARMAN AVENUE • NEWPORT BEACH, CALIFORNIA 92660
(949) 862-0500 • FAX (949) 862-0515

Via E-Mail

February 7, 2013

Michael Toerge, Chairman
Bradley Hillgren, Vice Chairman
Fred Ameri, Secretary
Tim Brown, Commissioner
Kory Kramer, Commissioner
Jay Myer, Commissioner
Larry Tucker, Commissioner
City of Newport Beach Planning Commission
3300 Newport Blvd.
Newport Beach, CA 92663

Re: Uptown Newport Project

Dear Commissioners:

We the undersigned wish to take this opportunity to thank you for hearing many of our concerns during the hearing on December 20th, and to further communicate the areas where we feel additional consideration is needed.

These areas of concern are as follows:

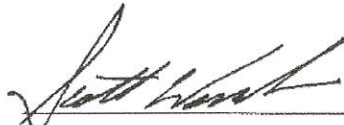
1. Retail- a minimum of 6,000sf of food service with one sit-down restaurant should be provided to serve the new residential community as well as the existing business community.
2. Building Setbacks – a minimum of 35' from the Koll Center Newport and Courthouse Plaza property lines, subject to shade/shadow study to confirm impact from the Uptown structures will be minimal.
(The Jamboree setback is 35' and there are no building occupants on that boundary)
3. Building Height – a maximum of 55' for structures closest to the KCN and CP property lines, again subject to a shade/shadow study to confirm impact from the Uptown structures will be minimal.
4. Building Massing – buildings closest to the KCN and CP property lines should have articulation and none should be longer than the 4340 and 4350 Von Karman buildings.

Page Two

5. Vehicular Access – should be limited to emergency vehicles only.
6. Parks – 2 acres of parkland seems very low by any standard and particularly due to the isolated nature of the site. Parking should be provided adjacent to all parks.
7. Pedestrian Access – if a Reserve Fund is established by the developer or the city, 2 connections will be acceptable. If no reserve fund is established, no access is acceptable.
8. Affordable Units - eliminate low and very low income affordable units or limit them to seniors

Sincerely:

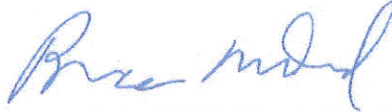
Canopi LLC


Scott Wessler, Vice President

Cornerstone Advisors

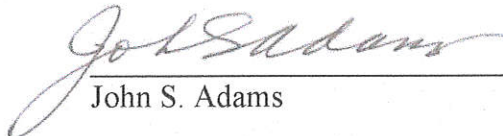

Sandy Throop, Vice President

Dexus Property Group



Bruce McDonald, Managing Director


Bryan Bentrott, Managing Director

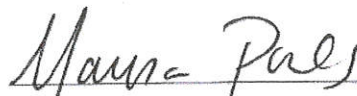
**Courthouse Plaza Association/
John S. Adams & Associates, Inc.**


John S. Adams

Meyer Properties

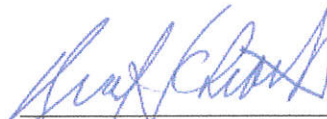

James B. Hasty, Sr. Vice President

Olen Properties


Marisa D. Poulos
Associate Counsel

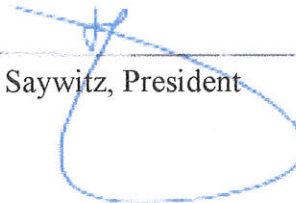
Page Three

The PRES Companies



Brad Schroth, President

The Saywitz Company



Barry Saywitz, President